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Chassis price H.K. \$2,400
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SATURDAY, JUNE 29, 1929. 日三廿月五

THE DISSOLUTION HONOURS.

"JIX" GOES TO HOUSE OF LORDS.

MANY AWARDS FOR PUBLIC & POLITICAL SERVICES.

ONE NEW EARLDOM.

London, June 28.
The list of Dissolution Honours conferred by His Majesty the King has now been issued. Amongst the recipients are the following:

Earldom.

Viscount Peel, whose father was a former Speaker of the House of Commons. In the late Conservative Government, he was First Commissioner of Public Works. Previous offices which he has held include Secretary for India, Chancellor of the Duchy of Lancaster, Minister of Transport, and Under-Secretary for War. He was Chairman of the L.C.C. in 1914, and during the Greece-Turkish War he acted as a war correspondent.

Viscounty.

Sir William Johnson-Hicks, until recently Home Secretary. He was a former Minister of Health and Parliamentary Secretary to the Overseas Trade Department, later becoming Postmaster General and Paymaster General. He was keenly alive during the war to the necessity of increasing British aircraft. A prominent evangelist, he led the opposition to the Revised Prayer Book in the House of Commons. He is a member of the House of Laymen and is much interested in philanthropic work.

Baronies.

Sir Hamar Greenwood, who was Secretary for Ireland from 1920 to 1922. A Canadian by birth, he came to England and won a seat in Parliament for York in 1906. Later, he was called to the Bar and became a K.C. in 1919. He was Under-Secretary for Home Affairs in 1919, and Secretary of the Overseas Trade Department in 1920-21.

Sir George Lawson Johnston, Chairman of the Executive of the British Charities Association. He has been prominently associated with charitable work and Empire settlement. Is a Director of the Daily Express and Chairman of Bovril Ltd.

Sir Gilbert Alan Hamilton Wills, Chairman of the Imperial Tobacco Co. He served in the war in Gallipoli and France, being mentioned in despatches. He owns about 5,000 acres of land.

Privy Counsellors.

Mr. Douglas Hewitt Hacking, O.B.E., late Parliamentary Secretary for Overseas Trade, Board of Trade and Under Secretary for Foreign Affairs. He has held various political positions, and was a member of the Empire Parliamentary delegation to South Africa in 1924.

Earl Howe, late Conservative Whip. He is the fourth holder of the title. He is President of the Royal Albert Hall Council, Chairman of the Council of Queen Alexandra's House and a Trustee of Lord's Cricket Ground.

Commodore Henry Douglas King, late Parliamentary Secretary to the Mines Department, and formerly Financial Secretary of the War Department. He was a Unionist whip prior to taking office in Mr. Baldwin's Ministry. During the war he was wounded and gained the D.S.O.

The Earl of Plymouth, late Under-Secretary for Dominion Affairs. He is the second holder of the title, succeeding his father in 1928. Is Lord Lieutenant of Glamorgan.

Sir Philip Sassoon, late Under-Secretary for Air. He was private secretary to Earl Haig in France from 1915 to 1918. Was mentioned in despatches three times. He holds numerous foreign Orders and decorations.

Viscount Wolmer, late Assistant Postmaster General. He has held

COURT MARTIAL FINDING.

MAJOR OGILVY REPRIMANDED ON FIVE CHARGES.

TO MAKE GOOD LOSS.

Major G. M. H. Ogilvy, whose trial by General Court Martial on charges of negligence, while acting as P.R.I. of the 2nd K.O.S.B., concluded during the week, has been found guilty and sentenced to be reprimanded and to make good the sum of \$1,531.21 to the Regimental Institute.

The finding, which was ascertained by a Telegraph representative at Command Headquarters to-day, reads:

"The Court finds that the accused, Major G. M. H. Ogilvy, is guilty of the second and third charges, and is guilty of the first charge with the exception that the amount of the loss is \$1,531.21, instead of as shown in the charge, and is guilty of the fifth charge, with the exception that the bill from the South China Morning Post should be \$100.40, and is guilty of the sixth charge with the exception that permanent passes, buttons, and badges be deleted from the charge.

"The Court sentences the accused to be reprimanded and put under stoppages of pay until he has made good \$1,531.21 to the funds of the Regimental Institute of the 2nd K.O.S.B."

OUTRAGE BY CHINESE POLICE.

SHANGHAI FOREIGNERS HELD UP BY PISTOL.

Shanghai, June 28.
A protest is being presented to the Chinese authorities following an encounter last night in Chinese territory.

It appears that a group of Chinese police halted an automobile driven by Mr. B. Krivos, a prominent Shanghai contractor, compelling Mr. Krivos, his wife and two friends, at the point of the pistol to descend and to submit to a search.

They were exceedingly roughly handled while the search was going on. The party was in Chinese territory, returning from Seeking-lao, where they had visited a houseboat. Our Own Correspondent.

"SOUTHERN CROSS" FLIGHT.

AIRMEN HOPE TO REACH RANGOON TO-DAY.

London, June 28.
Captain Kingford Smith and his companions, who left Sydney, Australia, Tuesday, on a flight to England, have completed the second stage of the journey by arriving at Singapore from Derby North-West Australia.

The first stage was a two thousand-mile nonstop flight and the second stage involved covering six hundred miles over the open sea to the Dutch East Indies and then to Singapore.

The airmen hope to reach Rangoon in a narrow boat and to proceed by Calcutta, Baghdad and Rome and London. British Wireless.

KING'S SUMMER PLANS.

NO BALMORAL VISIT THIS YEAR.

London, June 28.
H.M. the King intends to spend the summer at Sandringham, his Norfolk House.

Originally it had been planned that he should stay a month in Norfolk and go to Scotland in August, but according to present arrangements the Court will not visit Balmoral this year, but will return to Buckingham Palace in the autumn.

It is probable that the King will be able to do some shooting during the latter part of his stay at Sandringham. British Wireless.

A farewell party to Mr. Lim Hay-lan, Headmaster of Wah Yan College, is to be given at Lane, Crawford's restaurant this afternoon.

TWO WIMBLEDON SURPRISES.

MISS EILEEN BENNETT DEFEATED.

MRS. BUNDY WINS A GREAT CONTEST.

SPANISH LADY OUSTED.

London, June 28.
Several highly interesting international matches were played at Wimbledon to-day in ideal weather, which attracted a huge attendance.

The programme was the "strongest of the week. The matches including eight for the purpose of deciding four of the last eight in the men's singles and four of the last eight in the women's singles. In the Men's Singles America had a bad day, losing Hennessey and Allison, but the ladies did extraordinarily well three of them being in the last eight.

Mrs. Bundy created the sensation of the day, defeating Miss Eileen Bennett by two sets to one. Miss Eileen Bennett is the second ranking of the British women players, and she was expected to win as Mr. Bundy is twice her age.

Champion 24 Years ago.

Mrs. Bundy was ladies' champion at Wimbledon twenty-four years ago when she played as Miss May Sutton.

"I know mother would win," said one of Mrs. Bundy's four children to Tilden, who sat throughout the match with an arm round the child's neck. Mrs. Bundy is 42 years of age, and she defeated Miss Bennett with an exhibition of stroking and footwork.

DON'T WASTE IT.

"We never know the worth of water till the well is dry."

reminiscent of her title-winning display in 1905 and 1907. It is considered that she has an excellent chance of appearing in the final.

THE BURMA FLOOD DISASTER.

GOVERNMENT'S RELIEF MEASURES.

Akyab, Burma, June 23.
It is officially reported that the Kalandan River, as the result of the unprecedented heavy rains sweeping down from the hills has been swollen alarmingly flooding a huge area.

At least 100,000 acres of rich land are under water and ten thousand families have been rendered destitute.

Many cattle have been drowned, but there have been few fatalities. The Government's relief measures include the import of foodstuffs and seed grain. Reuter.

OBITUARY.

NOTED DEMOCRATIC POET AND AUTHOR.

London, June 28.
The death is announced of Mr. Edward Carpenter, the democratic author and poet. Reuter.

He was 85 years of age and was formerly in the Church, but after relinquishing holy orders he lectured on science and music in connexion with the University extension movement. He settled on a small farm in 1883 and has since been engaged in literary work in connexion with the Socialist movement and street-corner propaganda.

FRIGHTFUL TRAM ACCIDENT.

YOUNG CHINESE GIRL KILLED INSTANTANEOUSLY.

LEANED OVER THE TOP.

Lam Yuet-ming, a young Chinese woman, was killed yesterday as a result of a most unusual accident which occurred while she was on a tramcar.

While leaning out over the top deck of a tram, she was struck on the head by another tram proceeding in the opposite direction, and received frightful injuries from which she expired almost immediately.

The accident occurred at 2.30 yesterday afternoon at Quarry Bay at a spot near the Sugar Refinery. A British soldier returning to Lyemun Barracks who was travelling on the same tram as the unfortunate woman, saw her lean out through the window and call to someone on the deck below. Almost immediately, she was struck by a West-bound tram and dropped back to her seat, her head being terribly mutilated.

Both trams were brought to a standstill, and for some time traffic was suspended while assistance was sought from the nearest police station. The unfortunate woman was, however, beyond all aid, and her body was removed to the Mortuary on the arrival of the police.

Identification of the remains reveal the fact that the deceased had been living at Temple Street. The parents of the girl, who have been located, state that the girl was only 19 years of age. She was on her way to attend a theatrical performance at a match at Shaukiwan when she met with the tragic accident.

LATVIAN VAGRANT.

SENT TO THE HOUSE OF DETENTION.

Edward Jeruma, a Latvian, who recently completed a month's term of imprisonment at Victoria Gaol for stealing a passage on a Manila-bound ship, was brought before Mr. E. W. Hamilton this morning as a vagrant.

Detective-Sergeant Whant said it would be futile to allow the man to wander abroad as he would be only reverting to his old habit of stowing away on ships. The police would therefore ask for the man's commitment to the House of Detention. It was a convenient course to adopt, having the man safely lodged while an effort was being made to get him a berth on some ship, through the Harbour Office.

Jeruma was sent to the House of Detention.

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BATSMEN HAVE AN INNINGS.

MANY CENTURIES IN LATEST MATCHES.

LANCASHIRE DROP FURTHER VALUABLE POINTS.

ESSEX CONFOUNDED.

London, June 28.
Batmen appear to be overcoming the snags of the new cricket conditions. No fewer than fourteen individual centuries have been scored in the past three days, four of them by players who are appearing in the Second Test, which opens at Lord's to-morrow.

Sutcliffe made 150 against Northants, Hammond got 177 against Glamorgan, and O'Connor scored 167 and took 5 wickets for 52 runs against Hampshire.

Lancashire dropped further valuable points. They could do no better than win on the first innings against Leicestershire though they put up over 500 runs.

The principal individual performances were:

Batting.

Iddon (Lancashire) 222
Hammond (Gloucester) 177
Mead (Hants) 167
O'Connor (Essex) 167
Sutcliffe (Yorks) 150
Whyall (Notts) 146
Nichols (Essex) 138
Ducat (Surrey) 124
J. R. Barnes (M.C.C.) 118
Davies D. (Glamorgan) 110
Dyson (Glamorgan) 100
Geary (Leicester) 102

Bowling.

Sinfield (Gloucester) 5 for 50.
Dennis (Yorks) 5 for 12.
Sinfield (Gloucester) 5 for 60.
O'Connor (Essex) 5 for 62.

THREE CENTURIES.

Fine Recovery by Hampshire.

Over a thousand runs were scored for the loss of 22 wickets at Leyton, where Essex gained a decisive advantage on the first innings, but failed to force it home. Hampshire made a great recovery in the second innings, thanks largely to Mead, who defied the Essex bowlers, scored 168 (not out) as a contribution to a total of 308 for 5 wickets.

Hampshire batted first and were dismissed for 208, O'Connor taking 5 wickets for 62 runs. Essex made light of the attack O'Connor, giving another bright display. In partnership with Nichols, he put Essex in a comfortable position. He was dismissed after making 167, while Nichols made 138. Essex declared after making 505 for 7 wickets, Hampshire being presented with the task of scoring 297 to avoid the innings defeat.

Mead's great innings made this possible. They were 11 runs ahead with five wickets in hand when stumps were drawn.

HUGE LANCASHIRE SCORE.

Leicester Manage to Draw.

Lancashire made 502 for 9 wickets (declared) against Leicester at Liverpool, but had to be content with points for their first innings lead. Iddon made a double century.

Leicester batted first, compiling 292, to which Geary, the Test bowler, contributed 102.

In reply, Lancashire made 502, Iddon scoring 222.

Leicester had scored 158 for the loss of 4 wickets when stumps were drawn.

OXFORD BEATEN.

A Big Victory Scored by Surrey.

Surrey beat Oxford by an innings and 47 runs.

Oxford scored 212, Surrey replying (Continued on Page 9.)

Bulls and Inners

From Office the Butts.

The Week's Best Slogan:—"Don't Waste the Dammed Water."

What we need is less aqua dicta and more aqua ductas.

Cinema title as shroff approaches: "Come The Dun."

We hope that before long lots of folk in Hongkong will be well divorced.

What we don't want in Hongkong is any of these boring people.

Regarding methods of solving the water problem, a reader writes to say that we already have too many old geyers airing their views on the subject.

There's no better water in the new appointments to the Court of Far East than Hongkong's, says a St. James, Reuter's appear to have local resident. Nullah secundus! unduly laboured the point.

The honey-moon is over when hubby and wife become bridge partners.

Education is essential to the sailor, says a naval expert. Study, boys, study!

The well at Happy Valley is in the wrong place. We should pass it before the Monument.

A Kowloon housewife complains that her "boy" spends his time sitting down rather than working. She should make him sit up—and take notice!

An American wireless expert says the transmission of intelligence has reached its height in radio. "Intelligence," of course, has several meanings.

Ten little committee men; To break the drought—that's fine!

One got water on the brain—And then there were nine.

Nine little committee men; Working much too late, One bust his reservoir—And then there were eight.

Eight little committee men; Looking up to heaven, One got his O.B.E.—And then there were seven.

Seven little committee men; Said the drought they'd fix, One fell headlong down a well—And then there were six.

Six little committee men; So proud to be alive, One suggested boiling "eau"—And then there were five.

Five little committee men; Watched the Air Force soar, One into the harbour fell—And then there were four.

Four little committee men; Said "Let's condense the sea," One drank a bucket-full—And then there were three.

Three little committee men; Began their job to rue, One climbed up a water-spout—And then there were two.

Two little committee men; Left not a thing undone, One tried taking Epsom dry—And then there was one.

One little committee man; Thought he'd have some fun, Filled his geyser up with gin—And then there were none!

"History taught in school should, of course, be true history"—says a Home writer in the Post. In other words, historical, not hysterical!

"Wanted.—A strong horse for pleasure riding"—reads an advt. in the Post. One not likely to drop in his tracks!

"Arrangements for future excursions to Wangmum" will depend upon the party's findings, stated a recent news item. Anyhow they chose a nice dry day for their trip.

When you're up before the beak, it's folly not to speak—And tell him quite concisely who your mother is.

It doesn't matter much—Whether French on Yank or Dutch.

Or what the social status of your brother is.

If a civil servant's child, You never must get too wild—But set a good example—oh yes, rather!

If the common fry should say—"We don't need your tips to-day," You can always hand them over to your father!



Clara: She considers herself a most exclusive person.

Cissie: Exclusive! My dear, the creature even sings duets alone.

THE WORLD'S MOST PERFECT PIANO
SPECIALLY BUILT FOR THE TROPICS.



Possessing a unique construction principle which ensures uniform purity of tone throughout the full compass.

Full details, Prices etc. from
The ANDERSON MUSIC Co., Ltd.

JOHNSON WAX Polish
Cleans, Polishes and Protects
FLOORS, FURNITURE, PIANOS,
LINOLEUM, WOODWORK
and AUTOMOBILES.
Sold at all leading Groceries - Hardware -
Paint - Department Stores.
S. C. JOHNSON & SON, Racine, Wis., U. S. A.

SANITARY EQUIPMENT
OF EVERY DESCRIPTION.
LEE YU KEE
SHOWROOM
40, Queen's Rd., C. Tel. C. 1688
PLUMBING WORKSHOP
14, Moon Street. Tel. C. 4778
CEMENT TILE FACTORY
83, Wakefield Rd. Tel. C. 1489

SEE PAGE 6
FOR OUR
SPECIAL
ANNOUNCEMENT
YEE SANG FAT

KOWLOON-CANTON RAILWAY.

REVENUE SHOWS AN EXCESS OVER EXPENDITURE.

INTERESTING FIGURES.

The report for 1928 of Mr. Baker, the Manager and Chief Engineer of the Kowloon-Canton Railway, which has just been issued, records a notable improvement in the fortunes of the railway. Whereas in 1924 and in 1925 the net loss approached \$100,000 and in 1926 exceeded that figure, last year showed an excess of revenue over expenditure of over \$20,000.

Extracts from the report are given below:

The year 1928 marks a notable improvement in the fortunes of this Railway, in that for the first time since the adoption of the new system of accounts, the revenues show an excess over working expenses.

The two express trains referred to in last year's report, continued to be hauled daily over the whole distance between Kowloon and Canton by British Section engines. Punctuality was regularly maintained, the route to rail between Hongkong and Canton retained its popularity and traffic steadily and regularly increased.

The only interruptions to the express services were on six days in January in consequence of military interference on the Chinese Section and for three days in connection with an accident near Shek Tan in Chinese territory, when seven coaches of the morning down express were derailed owing to overdue maintenance of the track which has since been remedied.

Owing to the conditions of the track on the Chinese Section generally, it was found necessary to increase the running time of the through express trains, commencing on June 8, from 3 hours 45 minutes to 4 hours 25 minutes. By December 1, however, much improvement had been made by sleeper renewals and the timing was reduced again to 3 hours 55 minutes.

Even the increased time taken over the journey made no apparent difference to the volume of traffic which was exceptionally good.

Negotiations regarding the acquisition of three new special locomotives for hauling the through express trains between Kowloon and Canton were continued with the Chinese Section, but a final decision as to the purchase was unfortunately not reached.

Special trains were run between Kowloon and Fanning on the occasions of five race meetings at Kwantai.

Three special trains were run to and from Canton for tourists on the S.S. "Empress of Australia" and the S.S. "Belgenland."

Four special trains were run to and from Fanning, each with accommodation for 800 men, during the visit to the Colony of the Japanese Fleet.

The usual special trains were also run for the Military Authorities during the camping season.

Arrangements were made for the permanent composition of local trains whereby considerable savings were effected in marshalling and hunting.

Owing to a decided increase in the number of second class through passengers it was arranged, in consultation with the Chinese Section, to improve the second class seating accommodation on the through trains in the coaches of both Sections, and also to improve the lighting of both second and third class coaches.

The Staff Rules and Rules for the Public were completely revised and reprinted. So also were the General Tariff and Tariff Regulations, in collaboration with the Chinese Section.

Engineering.

The Fanning Branch Line between Fanning and Sha Tau Kok, 7 1/2 miles, 2 ft. gauge, was finally condemned as unnecessary since the new motor road to Sha Tau Kok was completed. The line was therefore closed on April 1 and completely dismantled by the end of June. Much of the permanent way and rolling stock from this line was disposed of later.

The only new works of significance were in connexion with improvement to Tai Po Market Station providing for a proper passenger platform, a goods siding and dock, and the use of the loop line for all stopping trains. The work was completed and the new arrangements brought into use by the end of the year.

5,070 reinforced concrete sleepers were made departmentally; the cost of manufacture including supervision and all charges, was very much lower than previous contract prices.

2,820 concrete sleepers, 431 wooden sleepers, and 73 crossing and bridge timbers were required to replace worn out timbers in the track.

35 reinforced concrete kilometre posts were cast departmentally in the concrete sleeper depot, and will be erected along the line early in 1929.

The principal item of track maintenance involved the relaying of Beacon Hill Tunnel (2403 yards) with new 85-lb flat-bottomed rails, found necessary owing to a number of rail breakages suddenly occurring. There appears to be an abnormal amount of rail wear in this tunnel on account of the severe grades and damp patches.

Accidents.

There were fewer accidents than in 1927. The list includes: Locomotive derailments 1 Coaches derailments (Chinese Section) 1 Wagon derailments 2 Fire 2 Split points 2 Broken rails (Tunnel No. 2) . 8 The locomotive derailment occurred in the loco yard at points and was not of a serious nature.

Two fires occurred the same day in the leading ends of coach roofs on different trains. Both were observed and extinguished at once by the train staff, and arrangements made to prevent fires of this nature in future by fitting this class of coach with metal ends in place of wood.

The broken rails are referred to under Engineering, Maintenance. Other accidents occurred which involved:

	Death	Serious Injury	Slight Injury
to passengers	1	2	—
railway servants	—	—	—
trespassers	3	1	—

The one death to a passenger was the result of jumping off the train whilst in motion. The lad died two days after the accident.

Accounts.

The Capital Account and the Revenue Statements of Earnings and Expenditure are submitted in the same form as last year with the pleasing result that for the first time since the introduction of the new system of accounting, the receipts exceeded the working expenses.

Although the accounts in their present form only show a balance net revenue of \$20,040.73, this figure would be considerably augmented were the following two items to be included, and the third not charged to working expenses, \$20,040.73.

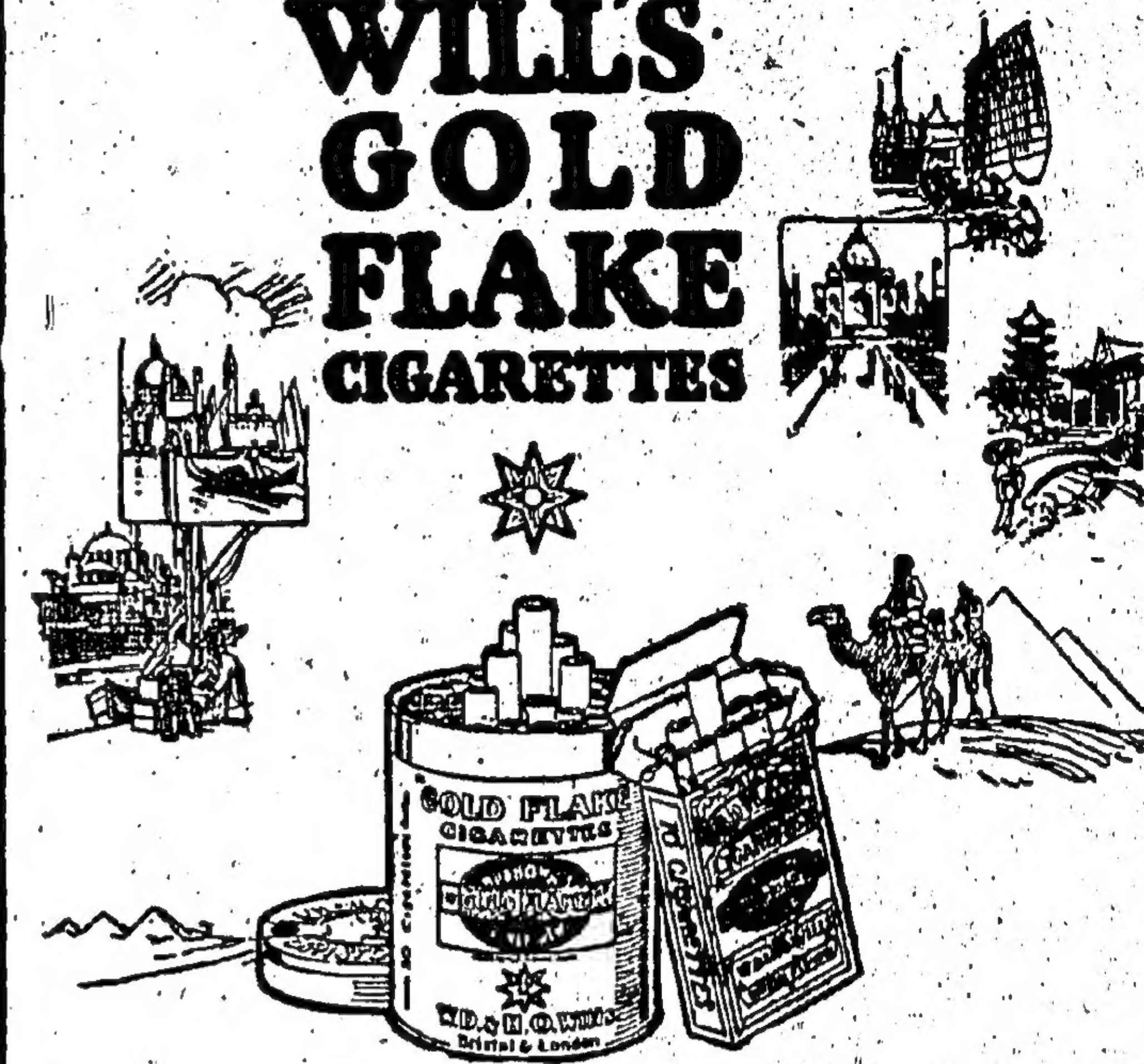
1. Transport of Government passengers, etc.	\$ 6,688.30
2. Rent of Railway quarters, etc.	1,869.27
3. Russian Bells written down	\$7,980.77 \$9,876.84
Making a Total Net Revenue of	\$39,414.07

The Depreciation Charges on Rolling Stock in respect of the current year are in accordance with the scale laid down in the Classification of Expenditure prescribed by the Ministry of Commerce.

(Continued on Page 3.)

The World demands
the World gets

WILL'S GOLD FLAKE CIGARETTES



FOR ALL TIMES IN ALL CLIMES

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

EO-13

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.
SALVAGE TUG "TAIKOO"
Wireless Call
V.P. 624, 630, 636.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 760 Feet.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 in.

—THREE SLIPWAYS—

Capable of Handling Ships up to

3,000 Tons displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, CHINA & JAPAN.

MRS. SEKAI

MASSAGE

8, Wyndham Street, 1st floor,
Hongkong.

MRS. MOTONO

HAND & ELECTRIC

MASSAGE

No. 51B, Top Floor, Wyndham St.
Hongkong.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

87, Queen's Road C, 2nd floor.

SALESMAN SAM

A Word to the Wise

By Small

In my
climate



Children thrive well if
nourished by SCOTT'S
Emulsion which en-
riches the blood and
prevents childhood
ailments. Ask for

SCOTT'S Emulsion

NOW DON'T GET DOWNHEARTED, SAM
HOWDY, JUST 'CAUSE PEACHPACH CAN'T
USE YA ON TH' CLEVELAND BALL TEAM—
EVERYBODY MAKES MISTAKES, AN' IT'S HIS
LOSS, NOT YOURS!

HUH! THERE'S PLENTY OF OTHER TEAMS
THAT NEED GOOD PITCHERS! GUESS I'LL
RUN OVER TA FLORIDA AN' GIVE WASH-
INGTON A CHANCE AT ME.

WELL, I'M CHECKIN'
OUT MISTER—WHAT'S
MY BILL?

JUST \$8—
AND WHERE
ARE YOU BOUND
FOR?

I'M GOIN' TO
TAMPA WITH
TH' SENATORS

BETTER NOT DO IT,
BUDDY—I KNOW A
LOBBYIST WHO GOT
TEN YEARS FOR TRYIN'
TH' SAME THING!!

HOTEL
DE CREOLE
ROOMS
FOR
RENT



Announcing A SALE of DRESSES.

Commencing
on
JULY 2nd,
33¹/₃%
off
**VOILE and LINEN
DRESSES.**

**AFTERNOON AND
EVENING GOWNS
GREATLY REDUCED.**

BARGAINS

in
**MILLINERY, BAGS,
SUNSHADES,
FLOWERS, SILK
HOSIERY, Etc.**

*Don't miss
this opportunity.*

PAMELA.

ADJOINING ST. FRANCIS HOTEL.

THE NAVY'S CHOICE

Cates

ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.



GAY KEE.

Sanitary Merchant & Engineer.

DAVID HOUSE, Hongkong.

For the Best
LOCAL VIEWS

and
PORTRAIT PHOTOGRAPHS

Go To

MEE CHEUNG

Studio, Ice House St.

Branch 7, Beaconsfield Arcade.

KOWLOON-CANTON RAILWAY.

(Continued from Page 2.)

munications, Peking, and a sum of \$72,107.77 is included in the Operating Expenses, Maintenance of Equipment, under the usual sub-heads. The amount at the credit of Depreciation Reserves at the close of the year being \$809,270.42.

The amount provided for the year 1928 under Special Expenditure was \$31,000, and during the year at various times further sums were voted, making a total of \$81,761.00.

The Special Expenditure for the year 1928 has been allocated between Capital and Revenue, and the portion chargeable to Capital included in the Capital Account, while the Revenue items are debited to Operating Expenses. It was agreed that the Railway should bear a portion of the cost of the underground cable for the Telegraph and Telephone lines, supplied by the Public Works Department, and a sum of \$30,000.00 is included in the Capital Account and shown in the Special Expenditure statement.

The total expenditure under this head thus amounted to \$92,714.85.

Sixteen goods wagons were sold to the Yuch-Ian Railway and one to the Chinese Section, also a portion of the Fanling Branch Line equipment was disposed of, the Manager's House at Kowloon was taken over by the Government, and 437 old iron telephone poles no longer required by the Railway were transferred to the Public Works Department at valuation.

The proceeds by sale or transfer have been credited to Capital Account under the various sub-heads concerned, and in the case of Rolling Stock, for which depreciation has been provided in previous years, the difference between the original and scrap value has been charged to Depreciation Reserves and the Capital Account credited.

Main Line Expenditure.

The Main Line expenditure was \$256,085.65 against an estimate of \$269,000.00, the saving being largely due to recovery of wages of men engaged in the Workshops on work for Government Departments.

Only \$1,719.78 of the estimate of \$7,032.00 was required for the Fanling Branch line, owing to the closing down of the line.

The total expenditure amounted to \$257,805.43, or \$18,826.57 less than estimated.

The estimate for Other Charges was \$402,496.00 for Railway and \$10,470.00 for the upkeep and running of Government Motor Vehicles.

Under General Charges sub-head Stores Depreciation the amount provided was exceeded by \$30,426.76. In 1918, 333 tons of Russian Rails and Fastenings intended for the use on the proposed Green Island Cement Works siding were taken on charge in the Railway Stores at \$113.95 per ton. This scheme has since been abandoned and, as there is no further use for these rails, it was decided to reduce the book value to a more reasonable figure, \$27,980.77 was written off and included in the Working Expenses. Similarly 46 rails purchased in 1909 were condemned by a Board of Survey and sold at \$2,520.14 was charged to this sub-head, being the difference between the original cost and the figure realized by sale. Several savings under other sub-heads however, reduced the excess to \$28,726.93.

The Traffic Expenses were \$2,255.90 less than the estimate. The savings under Printing and Uniform amounted to \$1,894.50, and smaller sums under other sub-heads.

Running Expenses, Main Line, were \$238,233.56 against an estimate of \$236,630.00. Under sub-heads Coal and Oil there is an excess of \$5,088.05 but minor savings under other sub-heads reduced that excess to \$1,603.56.

Under Fanling Branch Line expenditure \$4,847.85 lapsed, owing to the closing down of the line.

The expenditure under Maintenance of Equipment, Main Line, was \$503.98 below the estimate. As the Fanling Branch was closed, \$1,537.70 was not required.

Maintenance of Way and Structures expenses, Main Line, were \$4,350.00 less than estimated, small savings appearing under most sub-heads. Fanling Branch requirements were \$623.34 only.

Passenger Receipts.

Referring to the Revenue Account, the local passenger receipts amounted to \$289,307.90 as compared with \$311,076.87 for the previous year. The goods receipts were \$16,347.13 or \$17,684.00 less. The decrease in the

local passenger earnings was due to foreign passengers being able to book through to their destination in Chinese Territory during the whole year with the exception of 9 days, while in 1927 through trains were frequently discontinued and passengers to Chinese Territory were booked to the border station only, and the receipts accounted as local earnings. The fall in local goods receipts was principally due to reduced output of the Lowu Brickworks.

As mentioned in my last report, repairs to Chinese Section Rolling Stock were carried out in the British Section Workshops and the percentage charged on wages was credited to sub-head R. 7. Profit on Central Mechanical Works, the receipts being \$4,987.83 more than the previous year.

The revenue under sub-head Rents amounted to \$7,728.57 only, as several of the lots of reclamation land were vacated.

The foreign passenger receipts were \$307,936.39 as against \$210,426.56 in 1927, an increase of over 46%, and the goods earnings were \$43,572.70 or \$4,464.22 more than the previous year. The increase in the Through and Joint Sectional passenger and goods receipts were due to the continuance of through traffic between Kowloon and Canton.

The revenue under sub-head Foreign Haulage, on account of British Section locomotives hauling express trains over the Chinese Section, amounted to \$127,225.53 against \$87,818.55 in 1927. Interchange of Rolling Stock representing payments by the Chinese Section to the British Section for short supply of Rolling Stock, demurrage, etc., amounted to \$17,976.39 against \$7,742.72 for the previous year.

The Fanling Branch Line was closed to traffic at the end of March, the receipts being \$980.41 to that date.

Operating Expenses.

The Total Operating Expenses amounted to \$809,954.17. The salaries of the Junior Clerical Staff were not provided for in the Railway estimate of Working Expenses, but grouped with those of other Government Departments under the head of Junior Clerical Service.

The disbursements against the estimate of Working Expenses amounted to \$805,025.88 and the salaries of the Junior Clerical Service to \$26,482.37. The portion of Special Expenditure chargeable to Revenue was \$8,837.32. Further items amounting to \$18,966.88 were included in respect of services rendered and materials supplied by other Government Departments, also payments made by Railway not provided for in the Railway estimates, but charged to Government votes.

The results of the past 5 years are as follows:

Year	Gross Receipts	Net Receipts	Net Revenue
1924	420,180.15	307,814.42	27,528.27
1925	430,578.81	320,901.40	29,228.18
1926	435,644.20	325,275.50	30,748.67
1927	418,426.56	310,748.41	24,644.66
1928	425,974.00	300,954.17	25,010.75

Through and Joint Sectional passengers carried were as follows:

	1928	1927	1926
Passengers booked at Stations in British Territory to Stations in China excluding Shum Chun the border station	13,081	202,803	209,917

Passengers booked at Stations in China excluding Shum Chun the border station to Stations in British Territory

The Local passengers carried were as follows:

	1928	1927	1926
Main Line	1,151,700	845,240	835,374
Fanling Branch	48,161	27,699	5,933

The final division of through and joint sectional traffic receipts were agreed between the two Administrations at end of June, 1928.

Claims outstanding against the Chinese Section on account of suspension of Through and Joint Sectional traffic, Hire of Rolling Stock and Demurrage, which stood at \$993,449.22 at the end of 1927, have increased by \$4,146.99.

Debts in respect of Demurrage and Hire of Rolling Stock for the year 1928 were accepted by the Administration of the Chinese Section and the accounts adjusted accordingly. The claims for Suspension of Traffic and Demurrage of Wagons for 1924 and 1925 were however not accepted and the total outstanding at the end of the year was as follows:

	1928	1927	1926
Suspension of Traffic (1924-1925)	935,802.75	—	—
Suspension of Traffic (9 days) in 1928	5,905.46	—	—
Demurrage of Wagons (1924-1925)	941,306.31	—	—
	56,868.50	—	—

Total due by Chinese Section to British Section

Interest on Loan and Special Expenditure and other items for the current year were included in the Income Account and the balance carried to Profit and Loss Account, this balance standing at \$467,635.10 being transferred to Surplus Appropriation Account. The accumulated deficit at the end of the year being \$6,978,224.05.

SALE CORDON'S

OFFER THE WHOLE OF PRESENT STOCK
OF FOOTWEAR ONLY, AT—

20% OFF LADIES' SHOES
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SEASON'S STYLES SHORTLY DUE.

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FOR 7 DAYS ONLY

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Pallionjee House, Canton
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Mrs. J. McCormack.

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SO SILENT.....so startlingly quiet even in starting.....that you will watch this new Kelvinator and wonder whether it is running.

AND coupled to silence, a host of tested, proven features including the Cold Keeper for quick freezing of desserts, etc.

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AND AT

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For your floor—furniture—and every domestic article requiring a stained and varnished finish

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Oaks—Walnut.
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Can be applied by anyone
Always reliable, never sticky.
Non-poisonous and Durable.

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SHANGHAI, HONGKONG.

NATIONAL PARK FOR SCOTLAND.

SITE IN CAIRNGORM
MOUNTAINS.

London, June 5.
Fame awaits the opportunity to inscribe on her roll the name of a Scot.

All he need do is to provide £100,000 needed for making a Scottish National Park in the Highlands.

The site is in the Cairngorm Mountains.

Yesterday in Glasgow a number of Scottish societies met and appointed a committee, with Sir Iain Colquhoun as chairman to investigate aspects of the scheme.

Sir John Stirling Maxwell wrote deprecating suggestions for motor roads, railways, camps, winter sports and hotels in the reserve. The object of a national park reserve should be to keep the area in its natural condition.

Caravan Camps.

The purchase and equipment of the area would require a capital of about £100,000, and here, Sir John added, was a great opportunity for some rich Scotsman to do his country a signal service.

Mr. Mortimer Batten, the naturalist, suggested that the reserve should be in three parts, one through which people could walk and study nature, the second with Canadian cabins for holiday makers, and the third for camping and caravanning.

LIFE RISKED FOR SCIENCE.

PROFESSOR'S SELF-POISON
TEST.

London, June 1.
An experimental attempt to poison himself by the external application of arsenic has been made by Professor I. Walker Hall, the distinguished toxicologist.

The story of how he failed to give himself acute arsenical poisoning was told to the Medical-Legal Society by the professor, and is reported in the *British Medical Journal*.

He said that the idea of arsenic being absorbed through the skin still remained a theory which it was almost impossible to lay.

To test whether a man could poison himself deliberately by absorbing arsenic through his skin he made the experiment on himself.

"I rubbed a fatal dose of arsenic," said the professor, "thoroughly over my hand, letting it stay there for 30 minutes. Then I soaked the hand in

COURT SEQUEL TO BANK "RAID."

CASHIER AND COMPANY
DIRECTOR CHARGED.

London, June 5.
The discovery of a bank cashier, Arnold Baldwin Whiteley, bound and chloroformed in the Glossop branch of Lloyds Bank on Thursday last, had a sequel at Glossop yesterday when Whiteley and Henry Farrar, managing director of Henry Farrar and Sons, cotton doublers, Britannia Mills, Brighouse, Yorkshire, were remanded on a charge of stealing £2,718, the property of the bank.

The Chief Constable said that he went to Brighouse on Sunday evening and told Farrar that he would be apprehended in connection with the bank "raid." At Glossop Police Station, Farrar, after being cautioned, made a statement. Whiteley walked into the police station that morning, and he, too, was cautioned and made a statement.

Replying to Whiteley, the Chief Constable agreed that he had previously telephoned to the police and told them that he was going to Glossop.

Mr. R. S. Ashton, manager of the bank, said he last checked the money in Whiteley's possession on May 21, and found it correct. On May 30 he again checked Whiteley's cash and books at the request of the police, having been summoned by them to the bank, and he found that £2,718 was missing. The cashier was solely responsible for the cash in his charge.

Farrar asked permission to speak to his wife, who was in court, and the magistrate said that the Chief Constable would arrange an interview.

The men were then remanded till Monday.

water and allowed it to dry in the air.

"I experienced no local irritation of the skin, no local symptoms of any kind. I repeated the experiment with the same result.

Test With Rabbits.

"I next undertook certain experiments to determine the effect of single and repeated doses of sheep-dip solution introduced into the stomachs of rabbits, the animals being killed after 12 to 24 hours.

Sir William Wilcox, the toxicologist, who was the president at the meeting, said arsenic in minute amounts was one of the body's normal constituents and it occurred also in certain foods.

Lobsters and shrimps contained relatively large amounts far above the limit officially permitted in foodstuffs.

SALE! SALE!! SALE!!!

POWELL'S NOTED SUMMER SALE.

Starts on TUESDAY.

IN ALL DEPARTMENTS.

Everything on show we guarantee will be a genuine bargain.

Stocks have accumulated which must be cleared to make room for the NEW AUTUMN GOODS arriving next month.

IN THE OUTFITTING DEPT.

SOCKS and GOLF HOSE.

In many plain colours, and fancy designs. These have been marked at very special prices to clear.

Cashmere Socks \$1.00, \$1.45
Cotton Socks 65 cts., 95 cts.
Golf Hose \$1.45, \$1.95, \$2.95

BATHING COSTUMES

at

33 1/3 %

Discount.

All Sizes 32" to 46"

RAINCOATS

at

15 %

Discount.

All Sizes 23" to 46"

UNDERWEAR, SHIRTS and PYJAMAS.

Super Quality "AERTEX" Underwear—

Vests or Drawers \$3.95

Usually \$6.00

India Gauze \$1.00, \$1.45

SHIRTS—White for Day or Sports Use \$2.95

Coloured with 2 Collars \$4.75

Dress (Slightly Soiled) \$3.75

PYJAMAS from \$4.25

BOOTS AND SHOES.

A large Stock of Brown, Black and White Footwear at Clearing Prices.

Black and Brown Boots \$9.75

Shoes \$12.25

White Shoes \$3.20, \$5.75

All Sizes on Sale

15% Discount off all Regular Stock

ODDMENTS

in

SUN HELMETS

at

HALF PRICE.

15 %

Discount

off

Glyn & Co's—
Soft Felt Hats and
Caps, Suit Cases
and Bags,
and all Regular
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SPECIAL CLEARING LINES

IN

TOWELS, BATH GOWNS, TIES,
BELTS, SLIPPERS, COLLARS,
HANDKERCHIEFS, GARTERS,
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BLUE FLANNEL BLAZERS.

\$12.75.

All Sizes with Gilt Buttons

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— Ready-to-Wear —

Grey Flannel Trousers, Cream Gaberdine
Trousers, White and Khaki Shorts, Palm
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REMNANTS

HALF PRICE.

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bargains besides those enumerated on this page.

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ELITE STYLES SPECIAL SALE



LADIES' HATS
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CORSETS and GIRDLES
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ALL THESE SUMMER
GOODS TO CLEAR AT
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WOMAN'S WORLD FOR OUR LADY READERS.

A Tolerant Face.

BEAUTY LIKE THE DAWN.

Just as some women call to mind a certain season of the year, others unconsciously represent a definite hour of the day.

When Alice enters the dull drawingroom, her shy, yet engaging young face radiates brightness into its most sombre corners. At last dawn has come.

Alice does not know it, but she is the personification of the pale morning hours. Her daintily poised head, with its aura of indefinite coloured hair, streaked with gold, is disturbingly reminiscent of the rising morning mists. One almost looks for the sparkle of dew-drops.

Her softly tinted complexion and expectant eyes are radiant with a promise of even greater splendour when the uncertainty of youth is passed and the noontide of life is reached.

Indefinite but full of promise is such a girl—amazingly different from the woman with whom it is always mid-day. She gives no promise of greater glories to come, here she is decked out for all the world to see.

She is as decided in her opinions as in her appearance. Her clothes are a blaze of colour, her cheeks are over-flushed, and her voice is entirely devoid of inflection or modification. There are no shadows in her nature, no ups, no downs; she scorchers all these with whom she comes into contact, with the fierce, penetrating rays of an August noon-day sun.

The woman who represents the hour when shining afternoon steeped itself into the peace of evening—just before the twilight falls—is the most beautiful of all.

In her face one finds a tranquillity and serenity, a holiness which none other possesses. It is a tolerant face. When this woman could fan a breath of scandal, she says no word. And people respect her silence, just as the most thoughtless is inspired with a feeling almost of awe in the unusual clarity with which the sinking sun invests the evening air.

It is a face tinged with sadness, the sadness of experience and regret, in much the same way as the evening sky seems to repent the cruel heat of midday sun, the wanton rain which mowed the wheat.

Yes, a sad face, but without its pathos it would be celestial.

JANE RICE.



Here are two smart dresses for the schoolgirl. Patterned crepe in blue, black and white, fashions the first, which is rendered quite chic by the diagonal neckline bound with plain blue crepe de chine, en suite with the sash. Brown wool georgette forms the neatly tailored skirt of the second model, and lemon-yellow the trim bodice, which is finished with a attached panel, collar, cuffs and belt of the darker colour.

New Millinery.

LOVELY HATS WITH MATCHING SCARVES.

Are large or small hats going to be the vogue?

All the smart shop windows are full of large designs. There's no denying their great charm, but for present-day life, they have many disadvantages.

Modistes, as dressmakers, are born optimists, however, and there's no doubt that lovely capelines will be extensively worn with patterned crepe and satin dresses.

There is an appealing eccentricity of brim about the newest designs, often accentuated by an unstiffened border of matching—contrasting, if you prefer it so—gros-grain ribbon. Natural-coloured bangkok or baku straws are decorated with three or four bands of ribbon—orange, green and black are a favourite composition—thus rendering them possible for wear with several frocks.

Other models are trimmed with a knot of the material which fashions the frock, and there is a scarf to match.

This brings one to scarves. They are frequently shown to match hats. Novelties abound. A small yellow straw was accompanied by a yellow crepe scarf beautifully embroidered with a grinning nigger in black and white silk braid.

Talking of accessories, surely one of the most amusing was a putty-coloured kid parasol, trimmed with rows of navy kid scrolls, matching a small putty-

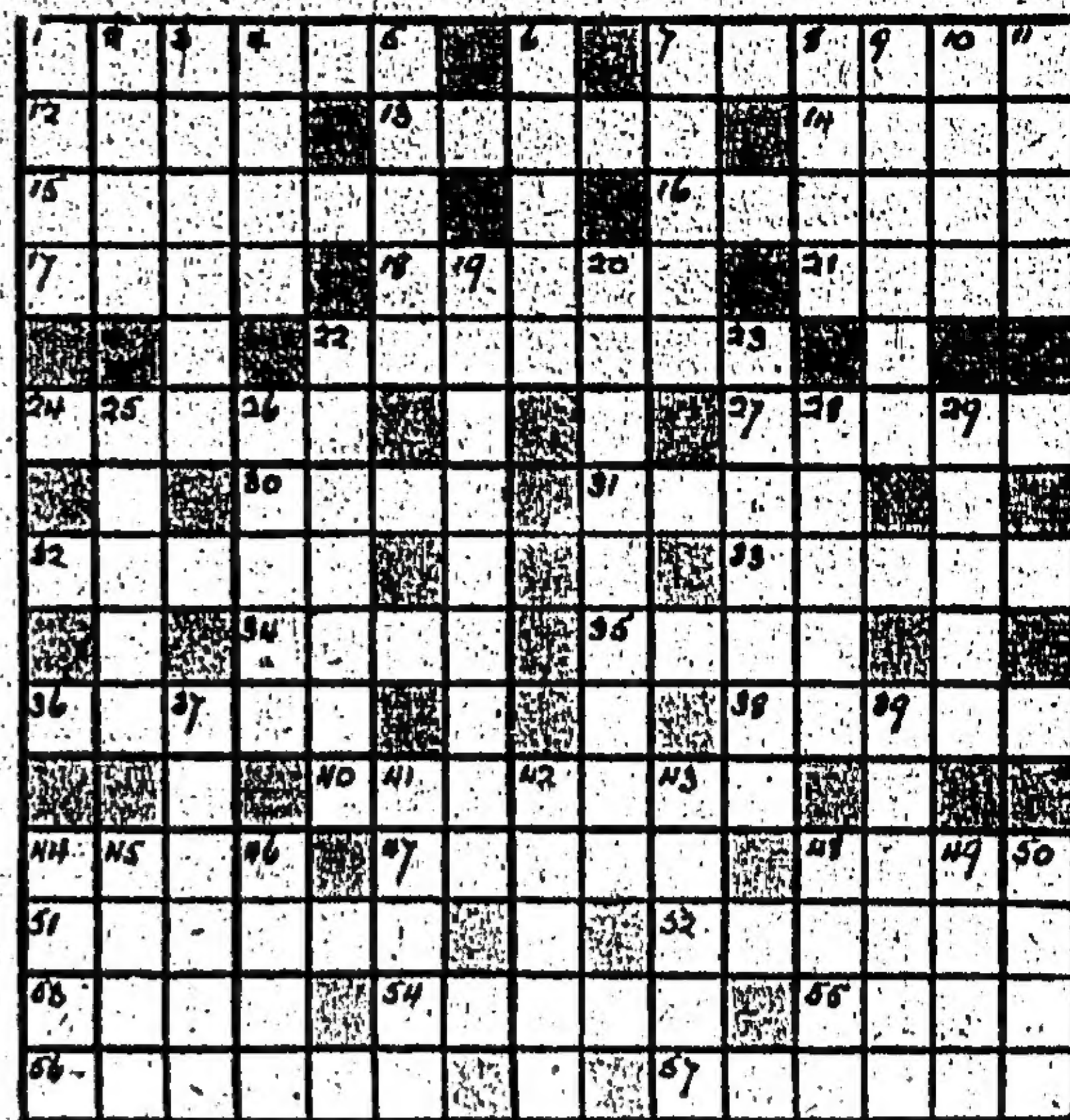
Very Attractive.

BEDSPREAD & PILLOW SET.

The coloured bedspread either in jaspé or artificial silk has almost completely ousted the white and pale-coloured quilt. It has become popular for the two reasons that it minimises laundering and is in harmony with the modern love of bright colour. It is customary to fold the bedspread during the day right over the pillows so that no hint of white is to be seen. But now a new idea has evolved in which pillow cases made of the same fabric as the bedspread and embroidered in a smaller replica of the same design are sold in the set. Thus during the day the pillows are slipped into their coloured cases and take their rightful places upon the outside of the bed. The effect of the combination is most attractive.

coloured felt, adorned across the crown with three navy kid bows. Many of our favourite felt designs, particularly those of the best persuasion, have been copied in a fine, pliable, "knitted" straw, and they are bound to have a run of success. One black model, adorned across the front with a silver fan, was accompanied by a handbag with a similar decoration. Are vells coming back? They're "in" in Paris, and recently was seen an elegant in the Borgeley wearing a strawberry-coloured felt toque, inset with a band of black behind. Over it was thrown a fine silk veil which just tipped her reticent nose.

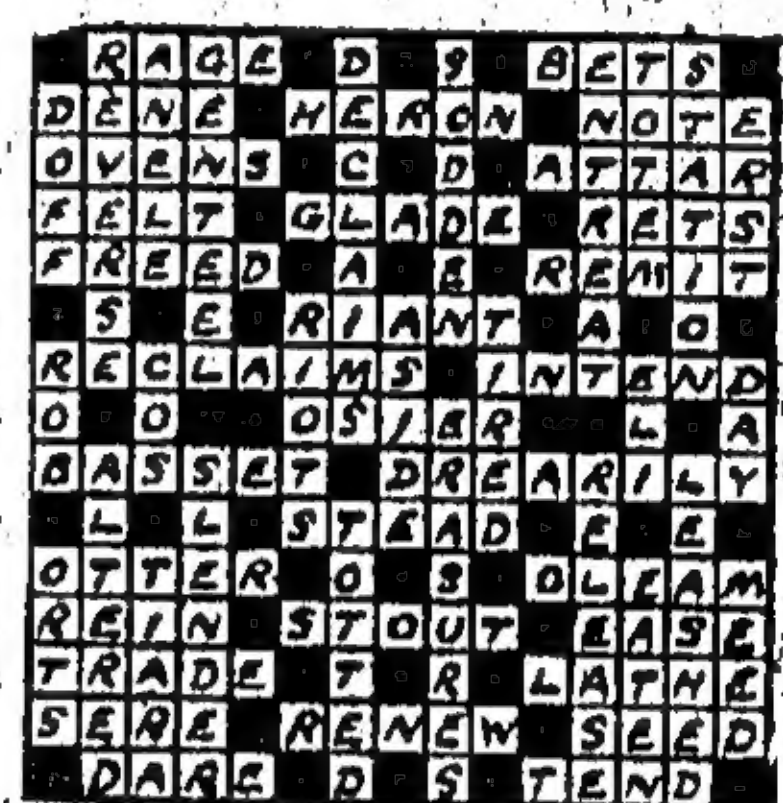
OUR NEW BRITISH CROSSWORDS.



- Across.
- 1 Niggardly.
 - 7 Concealed soldier.
 - 12 Mimicker.
 - 13 Rule.
 - 14 Male horse.
 - 15 The universe.
 - 16 Slothful persons.
 - 17 Frowning.
 - 18 Comprehend.
 - 21 At first.
 - 22 The Book of Psalms.
 - 24 Soprano.
 - 27 Open.
 - 30 Impel.
 - 31 Knot.
 - 32 Upright.
 - 33 Intimidate.
 - 34 The raising of taxes.
 - 35 Manor-house.
 - 36 Number.
 - 38 English county.
 - 40 Ten times.
 - 44 Wreck.
 - 47 Past.
 - 48 Kind of fly.
 - 51 Performing.
 - 52 Portmanteau.
 - 53 Run.
 - 54 Pelf.
 - 55 Afresh.
 - 56 Placid.
 - 57 Depart.

- Down.
- 7 Bird allied to the woodcock.
 - 8 Land surrounded by water.
 - 9 Penetrate.
 - 10 Goes astray.
 - 11 Repose.
 - 19 Thinning.
 - 20 Prop.
 - 22 Omen.
 - 23 Painted with riddle.
 - 25 Fruit.
 - 26 Silk fabric.
 - 28 Rings.
 - 29 Wash lightly.
 - 37 Winner.
 - 39 Altar.
 - 41 Bird of prey.
 - 42 Energy.
 - 43 Prince's morning reception.
 - 44 Redents.
 - 45 Measure of area.
 - 46 Aerial toy.
 - 48 Pertaining to wings.
 - 49 Employa.
 - 50 Cries like a cat.

Yesterday's Solution



Refreshing

Sustaining

Invigorating

SIMONDS' MILK STOUT

is at one and the same time a tonic, a food and a drink. You will find it of the greatest benefit if you are in any way "run down."

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Established 1864

Princes Building, Ice House Street.

Tel. 8.75



Very soft maize-coloured felt makes the crown of this engaging hat, and Bengal straw in exactly the same shade forms the graceful drooping brim.

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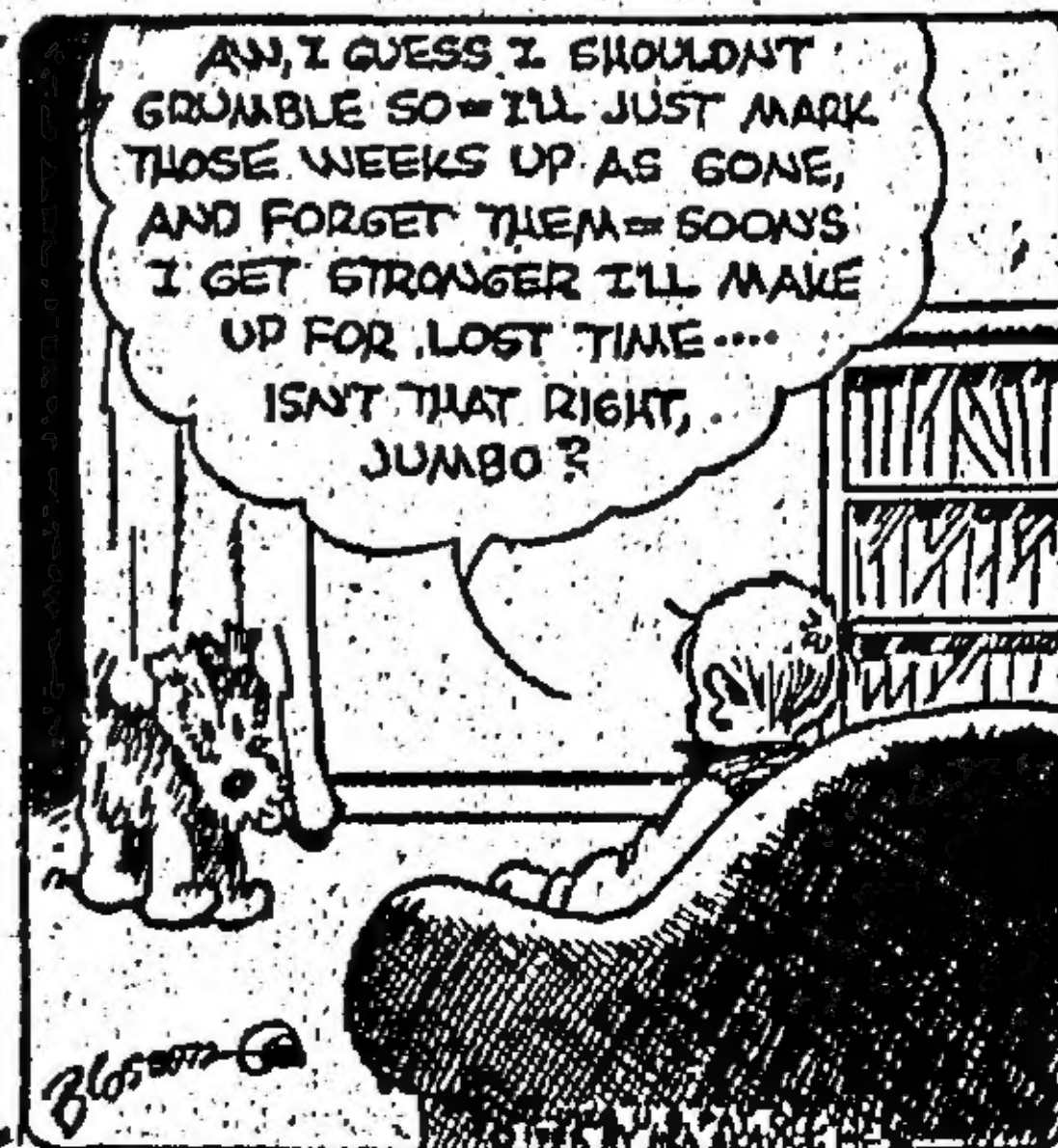
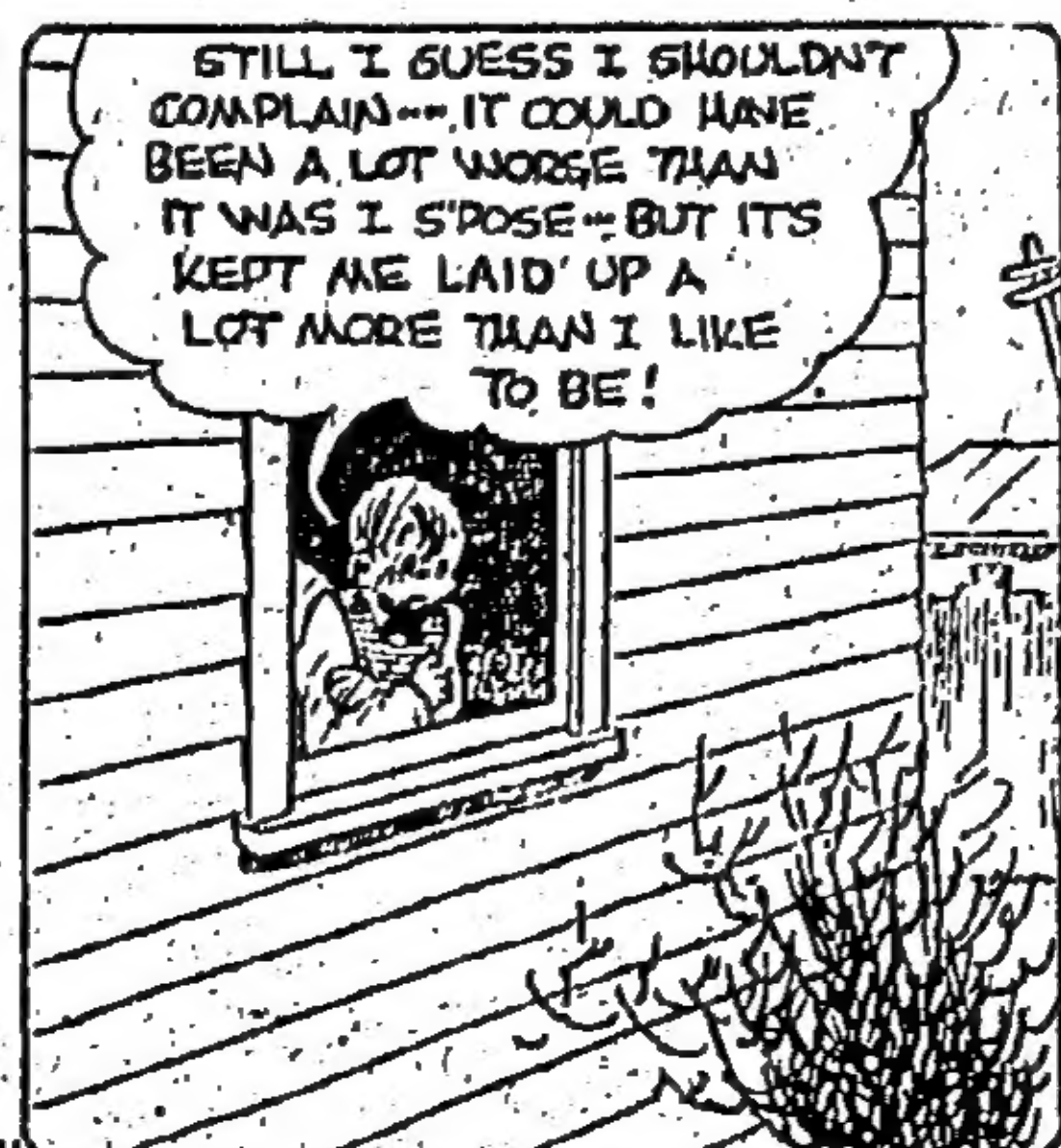
13, QUEEN'S ROAD CENTRAL.

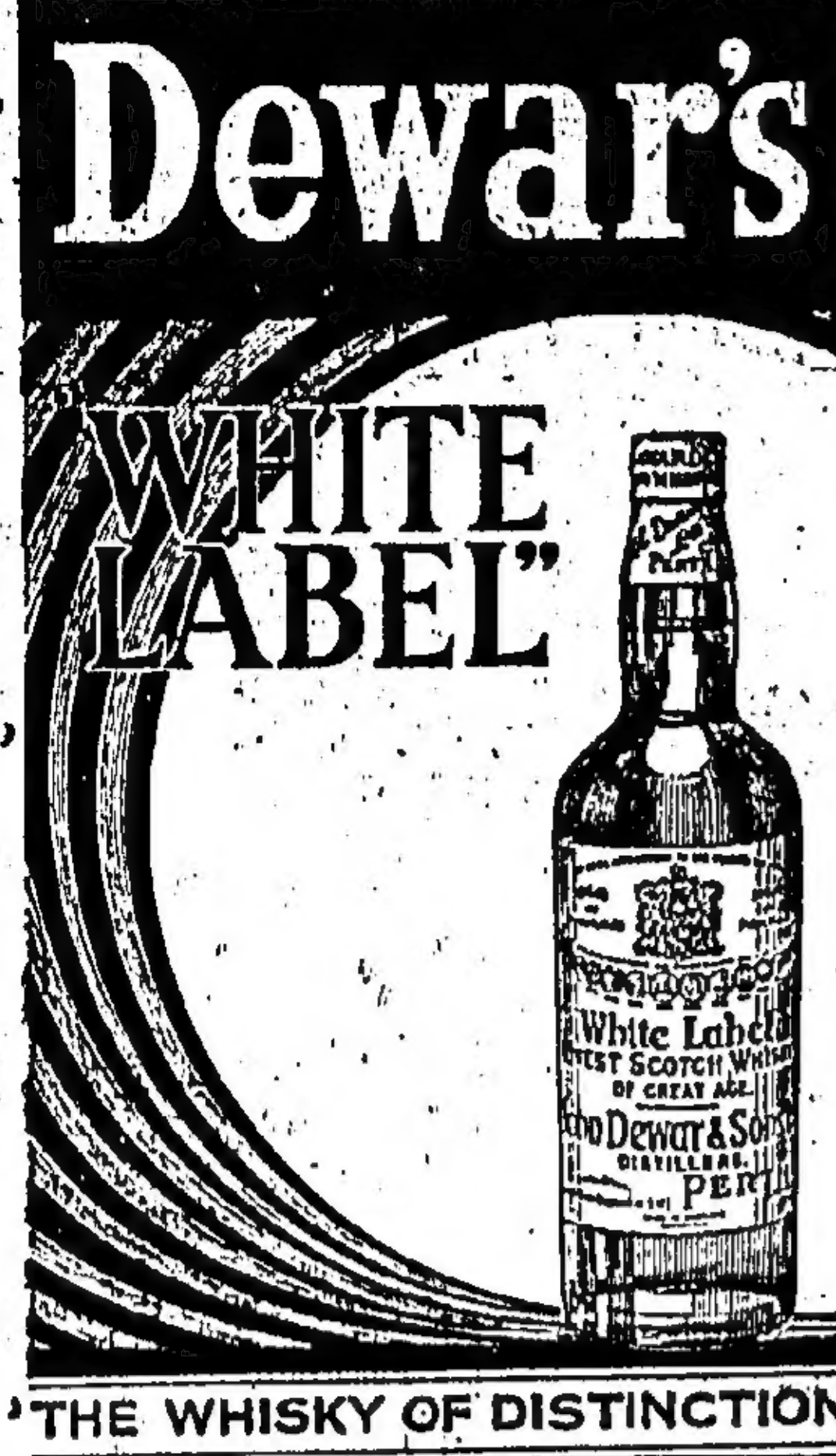
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\$50⁰⁰

This sum will place a piano in your home—balance by small monthly instalments that will not embarrass you.

Ask for an illustrated catalogue of our instruments and full particulars of our terms.

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BEACH TENTS

NOW ON SHOW
THE "BEACH"
STRONG PORTABLE TENT WITH
LIGHT FRAME WORK.

4 ft. x 4 ft. x 6 ft. Weight 17 lbs.

\$35.00

THE "UNIVERSAL"
CAN BE USED EITHER FOR
LAWN OR BATHING TENT.
LIGHT COMPACT AND PORTABLE.

6 ft. x 6 ft. x 8 ft.

\$60.00

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FURNISHING DEPARTMENT.

THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

INSTALLED
IN LOCAL BUILDINGS
IS PROOF OF THEIR
SUPERLATIVE MERIT.

THE MAJORITY OF
LIFTS YOU USE
ARE
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ERECTED & MAINTAINED
BY
DODWELL & CO., LTD.
SOLE AGENTS FOR
HONGKONG & SOUTH CHINA

The
Hongkong Telegraph.

SATURDAY JUNE 29, 1929.

FRANCE OBJECTS.

Since the writing of yesterday's comment on the subject, the War Debt issue has taken a new and somewhat sensational turn by the spirited denunciation in the French Chamber of the unratified settlements with Britain and the United States. The latest development arises directly out of America's decision to insist on the payment of four hundred million dollars, to cover the cost of stock left in France after the war, unless the French Government ratifies the Mellon-Berenger Agreement by August 1st. We have all along understood that liability for this sum, in the event of non-ratification on the date named, was part and parcel of the Franco-American Agreement, and we are accordingly not surprised that the United States should hold France to the understanding. That France, practically at the eleventh hour, should now threaten not only to refuse to ratify the settlement, but also decline to pay the war stock sum, must be regarded as a totally unexpected development.

What is even more regrettable is the declaration made by M. Franklin Bouillon that the American and British settlements with France were designed to drain the last drop of blood from a country already bled white. This apparently is not merely the view of one man, but, if we are to judge from the debate in the French Chamber, of French politicians generally. Even M. Poincaré backed up the opposition to the settlements, and promised to endeavour to get the agreements varied. The French protests on the subject are of more than passing interest in view of Mr. Snowden's recent criticism of the Anglo-French settlement, on the ground that it amounts to bleeding Britain white in the interests of one of the most prosperous nations of the world. If that represents the view of the Labour Government, the prospects of France securing a revision in her favour appear extremely remote. It is pertinent to point out in this connexion that Britain appears to be in a worse position than any of her Continental Allies. We showed yesterday that Britain is paying by far and away a greater percentage to the United States than any other of America's debtors. The further fact should not be lost sight of that our settlements with France and Italy are on a much more generous scale than those of

the United States with the two countries named. We have let off France 10 per cent. easier than America has, and Italy no less than 33 per cent. easier. So if France has a grievance against Britain, she has an even greater one against the United States, and if she thinks she is being badly treated by America, then she must concede that we are getting worse treatment still.

It would seem that we are on the eve of a general reopening of the whole War Debt issue. That is not to be regretted, for the further the war recedes in history the more apparent does the need for reconsideration become. The British attitude has from the start been clear and unambiguous. We have declared ourselves in favour of all-round cancellation. In any event, we do not desire to receive more than we pay out. That is the essence of the Balfour Note. Unhappily, the United States takes an opposite stand, and at the moment there is no indication that she intends changing her mood. The revised reparations settlement, the complaints by France, and the recent British Labour utterances all converge towards one point—the desirability of all the interested nations getting together in conference on the subject. But the initiative, if it is to come from any country, must be with the United States. Unless and until revision is mutually agreed upon, Britain will pay all she has conveniently to pay, heavy though the burden may be on the present and future generations.

Arrest Compensation.

Some surprise was manifested by the European Unofficials of the Legislative Council when they were asked by the Government to approve a vote of \$400, to be divided between Tsang On-wing and Cheung Man-kun, the Treasury clerks who were arrested in connexion with the Carvalho Yee frauds, and their attitude, we believe, will receive the support of the large body of public opinion. It may be that, having won the victory in the subsequent lawsuit with the Bank, the Government can afford to feel magnanimous regarding the affair, although a formidable bill for legal costs is likely to be presented for the civil suit as well as for the criminal trial. At the same time, the public will forget less readily that the Government the jury's indictment that "the absence of adequate supervision on the part of Treasury officials amounted to grave negligence." It may be accepted that Carvalho Yee was a particularly clever and ingenious rogue, but it was evidently the opinion of the jury that other factors were essential to the commission of the forgeries. The apportionment of the blame is not our duty, but that of the Government. We must confess, however, that the announcement of the proposed compensation rather astounded us. The amount is unimportant, though it may be of interest to note that if the division is equal Cheung Man-kun will get more than three months' wages in police custody. The principle, however, is worthy of further inquiry. The Hon. Mr. B. D. F. Bellh was rightly afraid that the payment would create a precedent, and it is a rather remarkable one. The Government argument, boiled down, is that they were treating the case as an employer dealing with its employees, and that they thought (though we very much doubt it) that private firms would do the same in similar circumstances. To us this is begging the question. The only difference between this case and that of any other in which men have been arrested on suspicion and subsequently released is that the victims were Government servants. They were arrested by the Police. There is no evidence that their arrest was due to unjust suspicion on the part of the Treasury heads. Indeed, Mr. Messer during the trial said emphatically that he always believed Tsang On-wing to be innocent. It is often necessary that precautionary arrests should be made, and the very fact that the two clerks concerned were in custody for three weeks seems to suggest that the Police had strong grounds for suspicion. If the Government is prepared to rectify by financial consideration all such "unavoidable mistakes" by the police, well and good; but the special protection of Government servants at the cost of the public purse is untenable. We should certainly oppose very strongly the increase suggested by the Hon. Dr. R. H. Kotewall.

DAY BY DAY.

THE WORTH OF A STATE, IN THE LONG RUN, IS THE WORTH OF THE INDIVIDUALS COMPOSING IT.—John Stuart Mill.

There was a clean bill of health in the Colony yesterday.

Mr. D. W. Tristram resumed duty as Clerk of Councils, with effect from 23rd June.

It is notified that Mr. W. T. Southern, resumed duty as Colonial Secretary on 23rd June.

It is notified that the Kam Wing Bank is paying a third dividend of 7½ per cent. under the winding-up order.

In the "A" Division of the Tennis League yesterday the Chinese R.C. defeated South China A.A. by eight sets to one.

Tenders are being invited for a new siding at Fanning Station, on behalf of the Kowloon-Canton Railway (British Section).

The forthcoming wedding is announced of Mr. Paul England Barker, of 103, The Peak, and Miss Mary Bertha Watts, of 1 Queen's Gardens.

A regulation provides that Second Street, between Pokfulam Road and Eastern Street, is closed to motor traffic between the hours of 9 p.m. and 6 a.m.

Tenders are invited for the supply of two flat bottom hard-wood barges for the Sanitary Department, on similar lines to the existing barges S. D. M. & N.

It is notified for the information of owners and occupiers of tenements that rates for the third quarter of 1929, are payable in advance on or before the 31st July.

His Excellency the Governor has appointed Mr. T. W. H. Hoegood to act as Deputy Harbour Master, during the absence on leave of Commander J. B. Newill, D.S.O., R.N. (retired).

Letters of administration have been granted to the estate of Eng Hip-on, a trader, who died intestate at Villa de Cecilia Temple, Tamalulipas, Mexico, on May 20, 1928. The local estate is sworn at \$2,100.

Chan King-sung, alias Pang Chan-shi, a widow, who died at 1, Li Yuen Street, West Hongkong, on December 29, left local estate of \$16,500. Letters of administration have been granted to Mr. J. H. Selh and Mr. S. H. Ross, incorporated accountants.

BRIDGE MADE EASY by W.W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

Double and Redouble—2.

As illustrations of correct doubling assume that first hand has declared a "club" and you hold in turn each of the hands which follow. The explanations accompany the illustrations.

1—Spades K Q X X; hearts A J X X; diamonds Q J X X; clubs X. Double.

2—Spades K X X X; hearts A Q X; diamonds K X X X; clubs X. Double.

3—Spades A J X X; hearts X X; diamonds A K J X X; clubs X X. Double and if your partner declares hearts, declare your diamonds.

4—Spades K J X X; hearts A Q X; diamonds K X X X; clubs K X. Double.

5—Spades A J; hearts K 10 X; diamonds K X X X; clubs A J 10 X. To bid a no trump over a suit bid, your hand should contain two stops in the suit declared; by opponents. If the hand only contains one stop, double as in illustration (4). Bid no trump on this hand which contains two stops.

If declarer bids a no trump, do not double unless you have at least one of the majors well protected, and the hand contains sufficient strength to return to two no trump if the weak major is bid. The following illustrations will clarify this observation. Assume that the dealer bids a no trump and you, second hand, hold:

1—Spades Q X X X; hearts X; diamonds A Q J X; clubs A J 10 X. Double and if partner bids two hearts bid two no trump.

2—Spades Q X X; hearts X X; diamonds A Q J X; clubs A J 10 X. Pass; no protection in any major.

3—Spades A Q J X; hearts A J 10 X; diamonds X X; clubs K X X. Double. Both major suits are well protected.

THE SUPERLATIVE.

Some Examples in Literature.

Had I (Cap'n Cuttle-wise) but made a note of all those varied facts, which in my books are underscored, and concerning which some author has been moved to speak in the superlative degree, I would to-day have for my trouble an interesting compilation. Fortunately, for a deeper reason than what at first glance might seem to be my laziness, I have omitted to do so.

I long ago learned, with regard to this particular matter, that the thing of chief importance is to use these evaluations to quicken one's own insight. Paradoxically I have found that that which arouses one's interest, if remembered too well, may add to one's information at the expense of one's insight. Especially have I found this so with regard to the attention one pays to these judgments of others which call for the use of the superlative. A judgment rendered in terms of the highest degree is very apt to impress the unwary with a sense of authority which wider knowledge dispels.

On the other hand, he is a poor sort of reader whose attention is not always primed to notice the use of the word "greatest" in his reading. Always, with regard to any book that one reads, there should be this double interest: in itself it may be the greatest book which we have ever read. This is the unquenched hope which survives a thousand disappointments. And added to this is the hope that within the book we have in hand there shall be judgments of ultimate appraisal which acquaint us with what or who is greatest in some area of experience.

It is well to remind ourselves, however, that what a man hopes for may sometimes prove to be the revealing of his foolishness. It is a vain thing to rest content with an accumulation of other men's judgments expressed in superlative terms.

Yet many there are who make this resting place the goal of their desire. Let but an insistent advertising manager persistently speak in superlative terms, of this or that author, and it is too easy to forget the result. There have always been reviewers who rush too easily into the use of the superlative. And for our day we have, for good measure, the various clubs that will, in some way, choose your "greatest" or "best" book for you.

One can well afford to smile at these things; but not to the forgetting of their final usefulness. Whatever value we give to the judgments advertised, is of little concern just here; but it is of importance that we have recognized the innate desire of men for the best.

The pity of it is that many are too ready to live on the froth of words instead of on the food of acquired facts. Some day the reading public will learn that, when it comes to the superlative praise of anything, it would better make its own superlatives. One should not have such a regard for other people's opinions as to become incapable of arriving at one's own.

In coming at this conclusion, however, it is well to note the way and worth of it. Through much reading I have learned that many, either in innocence or ignorance, have spoken of a mole hill as if it were a mountain. Therefore have I learned that what calls for the superlative from them is not always to be so expressed by me. These are they who quicken one's interest without particularly adding to one's information. And their value lies in the fact, not that they save me from work but that they set me to it.

It is for this reason that I give special attention to any man who speaks in terms of the superlative. Whenever I come upon an appraisal so expressed I know that here is another opportunity for the measure of ignorance; sometimes it is his, sometimes mine.

Once I thought that I was coming upon some weighty judgment in a striking sentence couched in the superlative; now I am aware that, as a rule, I am coming upon the expression of someone's taste. And I find it interesting to see what other people like. It makes me feel justified in my own peculiarities. When Herbert Paul tells me that Richard Bentley can be described as "the greatest of

England's classical scholars" I am calmly pleased that he has found him so. Or again, as one who finds much joy in the poetry of today, I am glad to read that Herbert Paul had his own delights. And one Arthur L. Humphreys tells me that "The Walrus and the Carpenter" is "the most exquisite nonsense ever written."

But I was raised in a school where the other name of nonsense was rubbish. And to think that he should say that "the first book of Marcus Aurelius" is "the most dignified thing ever written!" As a lad I thought it the driest. And if I asked you as to the "most human sonnet ever penned" would you say that "It was Swinburne's 'Love and Sleep'?" When Robert Underwood Johnson says that the opening lines of Emerson's "Terminus" are "perhaps the loftiest lines ever written in America," I appreciate his judgment without feeling called upon to accept it. I like the way in which he uses the superlative, with a modifier; he leaves for himself a gateway of escape. He does not speak as if he knew everything. It is seldom wise to use the superlative unaccompanied. What seems like pronouncement might at last be proved to be presumption.

I had a mother to whom the most difficult part of speech was the superlative. In the north country of England they are sparing of praise. There one cannot do anything so well but it calls for qualification in the praise of it. The use of the superlative is always accompanied by a phrase or word of deprecatory criticism. Somewhat of the same qualifying of approval I found also in New England. Judgment was judgment. To achieve the superlative meant comparisons made. But out here "where the West begins" it merely means an assertion made.

Emerson spoke a useful word in his time in which he said that "superlatives are diminutives." Some day the American West will come to a sense of discrimination which will make his use of the superlative worthy. But that day is not yet. To loud voice poets speaking ineptly as poets of the first magnitude is indeed, to make superlatives into diminutives. Yet I sometimes wonder if the reason of the West is not perhaps the price one pays for the too great reserve of the East!

Perhaps we all have need to know how to be careful of our praise rather than chary of it. Recently I was glancing through the poems of Goldsmith. I found myself making a comparison with regard to the topic I have in hand as evidenced in his two poems: "The Traveller" and "The Deserted Village." Incidentally, I see that the first named of these poems earned the high praise of Johnson, who declared it to be "the finest poem since Pope's time." Very interesting is the way Goldsmith runs to excess in the use of the superlative in the poem on "The Deserted Village." "Sweet Auburn! loveliest village of the plain." The strength of the village is played against the weakness of the city. Here is Paradise indeed—on paper. It is over described.

But with his poem on "The Traveller" we have a better attitude and argument. I quote from his own preface:

"What reception a poem may find, which has neither abuse, party, nor blank verse, to support it, I cannot tell; nor am I solicitous to know. My aims are right. . . I have endeavoured to show, that there may be equal happiness in states that are differently governed than our own." In the light of this resolve the poem receives its richest worth. It is a poem of fair comparisons, using this word "fair" as it relates both to justice and beauty. He has an eye for the good of all. He is not here concerned with the use of the superlative. The well-educated man knows that the highest knowledge is in knowing the intrinsic good which can be found in any age, person or thing. He is wise who runs not too easily to the use of the superlative. It is to be wished that many who use the superlative would give thought to its more sparing use. It is a helpful thing to become a connoisseur in the use of the superlative; which is to say that one should know how to use the superlative superlatively.—F. G. in the *Christian Science Monitor*.

The health bulletin of Eastern ports for the week ended June 22, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Tamalulipas (1); Bagdad (2); Bassora (1); Bombay (3); Canton (2); Colombo (1); Calcutta (67); Rangoon (3); Bangkok (9); Amoy (3); Canton (5); Tientsin (15); (10); Small-pox, Aden (8); Basrah (1); Bombay (27); Calcutta (8); Karachi (10); Madras (28); Negapatam (1).

The death has occurred at his home at Liphook Bants, of Colonel George Howard Trotter, for many years president of the London Master Builders Association, and member of a firm (L. Trotter and Co.) which executed important building contracts in the Far East, notably the new Hongkong and Shanghai Bank premises at Shanghai.

CANTON CONSUL
HONOURED.MR. G. S. MOSS RECEIVES THE
C.B.E. DECORATION.

AN ACTIVE CAREER.

Canton, June 27.—The many friends of Mr. G. S. Moss, M.B.E., H.B.M. Consul-General in Canton, will be delighted to hear that he has been further honoured, being granted the C.B.E. decoration in the King's Birthday Honours.

Mr. George Sinclair Moss, C.B.E., was born on the 26th April, 1882. He passed the competitive examination on June 7th and was appointed a Student Interpreter in China, July 1st, 1902. In 1908 he was Acting Vice-Consul in Hankow. He was promoted to 2nd class Assistant on January 21st, 1909. He was Pro-Consul in Fochow in 1910 and 1911, and Pro-Consul and Assistant-in-Charge at Pankhol in 1911, 1912 and 1913.

He was appointed Acting District Officer at Weihaiwei on May 29th, 1913, and given the substantive appointment as Magistrate on July 30th, 1913, and District Officer on May 4th, 1914, becoming Registrar of the High Court at Weihaiwei on May 13th, 1914. He was promoted to 1st Assistant on July 1st, 1916.

He was employed in the Foreign Office in London in 1916, and then served as Chinese Secretary and Principal Assistant to the War Office Representative for the recruitment of Chinese Labour from November, 1916, being appointed Magistrate for the Chinese Labour Corps at Weihaiwei on December 18th, 1916. He was transferred to Tsingtao in July, 1918, and served as War Office Representative there from November 1st.

It was on account of his valuable services in connection with the Chinese Labour Corps that Mr. Moss received the M.B.E. in the New Year Honours list in 1918. On April 1st, 1919, he was promoted to be one of His Majesty's Vice-Consuls in China. He was Acting Consul in Shanghai from May 7th, 1923, and Acting Consul-General there from October 3rd to November 4th, 1923, again Acting Consul from November 5th, 1923, to November 11th, 1924. He was again at the Foreign Office in London from January 1st, 1925, to March 31st, 1926, and was promoted to be one of His Majesty's Consuls in China from January 1st, 1926. From December 1st, 1926, he was in charge of the Fochow Consulate until April, 1929, since when he has been Acting Consul-General in Canton. —Our Own Correspondent.

BATSMEN HAVE AN
INNINGS.

(Continued from Page 1.)

with 394 (Ducat 134).		
Oxford's second venture produced		
134. Scores:		
Oxford	213	Surrey 394
	134	
	347	

YORKSHIRE'S SCORE.

Northants Suffer A
Heavy Defeat.

Yorkshire defeated Northants by an innings and 38.		
Batting first Northants compiled only 94, Downs taking 5 for 12.		
Yorkshire's knock produced 409 for 8, when they declared, Sutcliffe contributing 160.		
Northants added 277 in their second innings. Scores:		
Northants	94	Yorkshire 409
	277 (8 wickets)	
	371	

WARWICK SUCCUMBS.

High Scoring By
Whysall Helps.

Notts beat Warwickshire by an innings and 22.		
Warwick scored 117, Notts replying with 356 (Whysall 146).		
Warwick compiled a further 217. Scores:		
Warwick	117	Notts 356
	217	
	334	

GLAMORGAN TROUNCED.

Gloucester Win in High
Scoring Match.

Gloucestershire accounted for Glamorgan by seven wickets.		
Glamorgan batted first for 191, Sheffield taking 5 for 50.		
Gloucestershire replied with 484, Hammond compiling 177.		
Glamorgan next scored 304 (Dyson 100, D. Davies 116), Goddard taking 7 for 65.		
Gloucester proceeded to knock off the required runs, scoring 52 for 3. Scores:		
Glamorgan	191	Gloucester 484
	304 (3 wickets)	
	485	

—Reuter.

FOOTBALL AFFAIRS.

ANNUAL GEN. MEETING OF
THE H.K.F.A.

The taking over by the Association of the Hongkong Amateur Football League, the handing over of the financial work to a professional firm of chartered accountants, and certain amendments to the rules affecting the allocation of gate receipts, were some of the important measures passed at the annual general meeting of the Hongkong Football Association, held last evening at the headquarters of the Association in French Bank Building.

Mr. R. M. Dyer, President of the Association, took the chair, being supported by Mr. R. Hall, Mr. P. J. Woodhouse, C.I.E., Mr. W. E. Hollands (Hon. Secretary), Mr. G. T. May (Hon. Treasurer), and other members of the Council. There was a large attendance representative of the various Clubs affiliated with the Association.

The Hon. Secretary having read the notice convening the meeting, the minutes of the last general meeting were submitted and passed.

The annual report and balance sheet, as well as the balance sheet of the Inter-Club Account, were also adopted after being duly proposed and seconded.

Unified Control.

The Chairman put forward the following resolution:

"That this general meeting of Clubs affiliated to the Hongkong Football Association, approve of the taking over of the Hongkong Amateur Football League as from July 1, 1929."

It was explained that the effect of the step would be that control over the affairs of the two organizations was made more unified, and the finances, instead of being run by the League, would be entirely run by the Association.

Mr. P. T. James said that one of the chief reasons for the proposal appeared in the balance sheet which had before them. It showed that gate receipts from the League were \$5,202. He thought that if they had before them the League's balance sheet, they would find that not only this year, but in every past year, they had no such item to show. He thought that if the Association had been able to take over the gate receipts of the League, it should also take over the management of the League as well. The machinery was at present in existence for such a step, and it would not entail any further work.

The resolution for the taking over of the League was duly seconded and passed.

Keeping the Accounts.

In referring to the proposal which was next put forward for the handing over of the financial work at present undertaken by the Hon. Treasurer to a professional firm of chartered accountants, Mr. P. T. James said that it called for an explanation as to whether it would be cheaper for what treasurers to do the work, or whether it was advantageous from the viewpoint of thrift for the present assistance to be carried on. The meeting, Mr. James said, ought to know how much they were going to be involved in.

Mr. R. Hall said that from the time of the formation of the Hongkong Football Association, the financial work had been done by a Hon. Treasurer and that very efficiently. Now his responsibilities had increased with the phenomenal jump in the matter of receipts, and it was absolutely too much for any one man to look after so much money. As the system was at present, Mr. May had to collect that money, and take it away without a guard, and slept over it on the week-end. Then on the following Monday, he had to turn it over to the bank with all the expenditure of time incidental to counting numerous ten-cent pieces.

Accountants' Terms.

For those reasons, the proposal to turn the work over to professional treasurers had been carefully gone into by Mr. May and himself, and in the end they approached a well-known firm of chartered accountants. The latter had undertaken to take charge of everything in respect of finances, from the receiving of entrance fees to the collecting of gate money, and to bank the money in due course. They were prepared to do all this on the following basis—2 per cent. of the net gate receipts at each match with a minimum of \$5. They also charged \$50 per month. Last year, the gate receipts came to \$30,000, and taking this as the basis, that would mean that the accountants would be expecting \$600 plus another \$600 for the making of accounts. The remuneration paid would therefore amount to a total of \$1,200.

Mr. James pointed out that the Association would also have to pay the ticket collectors, which last year amounted to \$1,500. He queried if they were assured of better supervision over the gate receipts once these were taken out of their hands.

Mr. Hall replied that it was a firm of repute that would be controlling the gate money. The step would relieve the Association of its financial cares while leaving them with full time to devote to the better enjoyment of the game.

Proposals Approved.

Mr. Ormiston said that the matter had been discussed thoroughly by the Council and the Council had felt the responsibility of handling such big money would prefer to be relieved of such responsibility. A suggestion was put forward by Mr. R. K. Duncan that a financial committee be formed to assist the Chartered Accountants. The latter might be attempting something which they had not done before, and in that case, he was sure they (the accountants) would be glad of such assistance.

AUCTION SALE.

FURNITURE OF KING EDWARD
HOTEL DISPOSED OF.

The sale by auction of the furniture of the King Edward Hotel, commenced on Tuesday, was continued yesterday when a great quantity of chairs, crockery, electric fans, blankets and basins were sold in small lots. Messrs. Hughes and Hough Ltd. were the auctioneers, and they informed our representative yesterday that the sale will go on for another ten days or so owing to the fact that there is still a great deal of partly burnt furniture to be disposed of.

On Tuesday, the hotel plans were sold to Mr. J. H. Witchell, the old manager of the hotel, for \$140, while some portraits of prominent people including paintings of King Edward and Queen Alexandra were also sold at cheap prices.

Another big crowd gathered on the ground floor of the hotel yesterday morning long before the time the sale was scheduled to start. Chinese as well as foreigners could be seen going in and out of the hotel until the sale was closed for the day shortly after four. It will be continued to-day.

It is understood that the King Edward Hotel will be opened to the public in the near future, arrangements having been made to reconstruct the building. This will take about eight months, after which it will be re-equipped for business.

CORRESPONDENCE.

Fountain Complaint.

[To The Editor of Hongkong
Telegraph.]

Sir,—The indignance evinced by "Walter Dams" in trying to justify his actions suggests that he is a delinquent. His guilty conscience is giving him away, for who would waste his precious time in elaborating a denial if he was not concerned?

Most of the residents of Lee Garden Street are peace loving citizens and want to avoid trouble. As a police constable is now controlling distribution, it is hoped that there will be no repetition of the bullying methods previously displayed.—Yours, etc.,

WATER Famine.

Hongkong, June 29th, 1929.

ante) would be glad of such assistance.

The Chairman: You take it from me that the Treasurers will take their instructions from the Council.

The matter was carried by the meeting, it being agreed to leave the financial work to the Chartered Accountants and to gauge the value of the measure by the results of the first year.

The meeting also approved of the insertion of a new clause to the Challenge Shield Rules respecting the allocation of gate money, with certain amendments suggested by the two Chinese clubs.

The election of officers for the year was then proceeded with, and the following appointments were made: President, Mr. R. M. Dyer; Vice-Presidents, Hon. Dr. R. H. Motewall and Mr. P. J. Woodhouse, C.I.E.; Chairman of the Council, Mr. R. Hall; Hon. Secretary, Mr. W. E. Hollands; and the following council members, Messrs. G. T. May, H. K. Lee, R. K. Duncan, A. T. Hamilton, W. Eastman, F. Smith, J. Rodger, P. T. James and J. S. Shak.

The remainder of the business was of a minor character. A vote of thanks was accorded to the officials on the council of last year at the close of the meeting.

AMERICAN OPEN
GOLF TITLE.JONES PLAYS IN HEAVY
RAINSTORM.

SARAZEN THE LEADER.

New York, June 28.—There was a terrific downpour at Mamaroneck to-day just as Bobby Jones, who led the field yesterday, left the first tee.

The spectators galloped to all shelters, but the contestants carried on in the face of one of the worst downpours in the history of the American Open Golf Championship.

The greens were sodden within a few minutes and workmen vainly swept the water away. Jones went out in 38, four fives, four threes and a six. Eventually he did 75, making his aggregate 144.

Leo Diegel scored a fine 74.	
The present leaders are:	
Gene Sarazen	71 71-142
Espinosa	70 72-142
Jones	69 75-144
Schute	72 71-144
Tommy Armour	74 71-145
Diegel	74 74-148
Von Elm	74 74-149
Barnes	78 78-156
Kirkwood	76 82-157
Hagen	76 81-157
White	72 86-158
Golden	70 79-158

All with scores of 159 or better will compete in the final stages. There will therefore be 64 competitors. Johnny Farrell, the holder, did not qualify, his score being 167.—Reuter's American Service.

THE DISSOLUTION
HONOURS.

(Continued from Page 1.)

other offices including that of Parliamentary Secretary to the Board of Trade. He served in the war, is a keen churchman and has been regarded as a rising politician. Sir Francis Lowe, a former Chairman of the National Unionist and Conservative Associations.

Baronetries.

Sir Alfred Butt, M.P., the well-known theatrical producer, is connected with many leading enterprises in the amusement world. Mr. H. B. Betterton, C.B.E., late Under Secretary for Labour, joined Mr. Baldwin's Ministry in 1924.

Mr. Geoffrey Fry, private secretary to Mr. Baldwin. He has held minor posts in the Home Office and the Treasury and was for a time private secretary to the late Mr. Bonar Law.

Knighthoods.

Eleven knighthoods are conferred for public and political or philanthropic services.

These include Mr. Frederick George Penny, who was formerly senior partner of Fraser and Co., Government brokers, of Singapore. He has been Assistant Conservative Whip, Junior Lord of the Treasury, and Parliamentary private secretary to the Financial Secretary of the War Office.

Grand Cross of British Empire. Sir Harold Bowden, prominently connected with the motor and cycle industry. Is a member of the Council of the Federation of British Industries.

Sir Philip Cunliffe-Lister, former President of the Board of Trade. He has held various posts in Mr. (Continued on Next Column.)

The Very Idea!

After the men members of Weymouth Operatic Society had decided to have a dinner at a local hotel, wives discovered the plan and determined that they would not be outwitted.

So they arranged with the hotel manager to hold an opposition dinner in the room next to that occupied by their husbands.

The secret was well kept. The men drove up to the front entrance, but the women were admitted by a back door.

The husbands found pinned to their serviettes notes which read "What about your poor wives and children at home?" One or two of them went home in a huff.

When the men began singing after their meal their wives drowned them with operatic choruses. Both parties left the hotel by separate exits.

The lady candidate was addressing a crowd at the street corner (mainly composed of the fair sex). She was fulminating against the high cost of living.

"With very few exceptions," said she, "the prices of necessities are far too high."

A man's voice at the back of the crowd—

"Yes, mum, and when you can afford it, it ain't fit to drink."

The clock made for Pope Sixtus V, now in the mediaeval room of the British Museum, is three storeys high. It tells on its dial the fast days, signs of the Zodiac, the motions of the sun and moon on their courses. The gods of the days and weeks are represented. The four ages of man strike the quarters on a bell.

I considered that the prisoner was drunk, as he was vigorously fighting an imaginary person.—A constable at Willesden.

Witness at Kingston-on-Thames: I saw it with my own two eyes.

Solicitor at Tottenham: Was there much of a quarrel? Wife: Not much. My husband hit me on the chin and blackened my eye and I threw an ornament at him. As he was taking a hammer I bit his leg and a policeman came.

I may be responsible for my wife's debts, but not for her lies.—A husband at Shoreditch County Court.

("Suburban gardens during the summer season are merely repetitions of each other," says a writer.)

The gardens in my neighbourhood (No doubt you wonder why they should)

All look alike to me. All have a lawn—a border bright—

Two rose trees—pansies, violet, white—

The "lay-outs" all agree.

Each garden gets the same old rain.

They share the same sunshine. And all my neighbours—they're no fools!

Do gardening with the self-same tools.

The whole bunch borrow mine;

At some Yorkshire sports in connection with a church, there was a race for married women, and it was announced that all women over 40 would be given a yard start for each year.

Oddly enough, all the competitors started from scratch.

A foolish young chemist of Towcester

Loved his wife, but he carelessly dosed her

To his great disappointment

He prescribed the wrong ointment,

And now he must bury or roast her.

EXCHANGE RATES.

London, June 28.

Paris	128.875
Brussels	24.90
Amsterdam	12.08
Berlin	20.35
Copenhagen	16.30
Vienna	84.405
Hamburg	108.4
Lisbon	108.4
Bucharest	817
Buenos Aires	47.9/82
Shanghai	2/4
Yokohama	1/8 1/4
New York	4.84 15/16
Geneva	25.205
Milan	92.875
Stockholm	18.09
Oslo	16.195
Trondheim	16.195
Madrid	34.245
Athens	375
Rio	5.5
Bombay	1/5 27/82
Hongkong	1/11 1/4
Silver (spot)	24 1/2
Silver (forward)	24 1/2

—British Wireless.

Bonar Law's and Mr. Baldwin's Ministries.

Commander B.M. Eyres-Monsell, former Parliamentary Secretary to the Treasury. He had been Chief Conservative Whip since 1923. Served in the Navy during the war, being mentioned in despatches, and at one time was a Civil Lord of the Admiralty. —Reuter and British Wireless.

POWELLS

10, Ice, House Street.

GREAT
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COMMENCES ON TUESDAY

SEE PAGE 5

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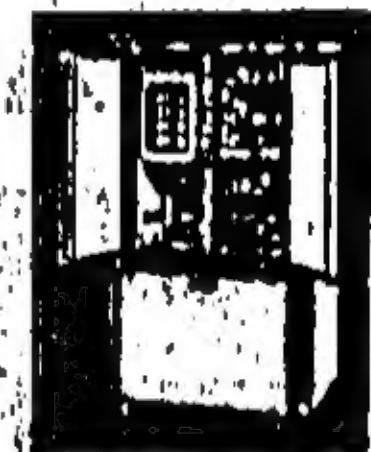
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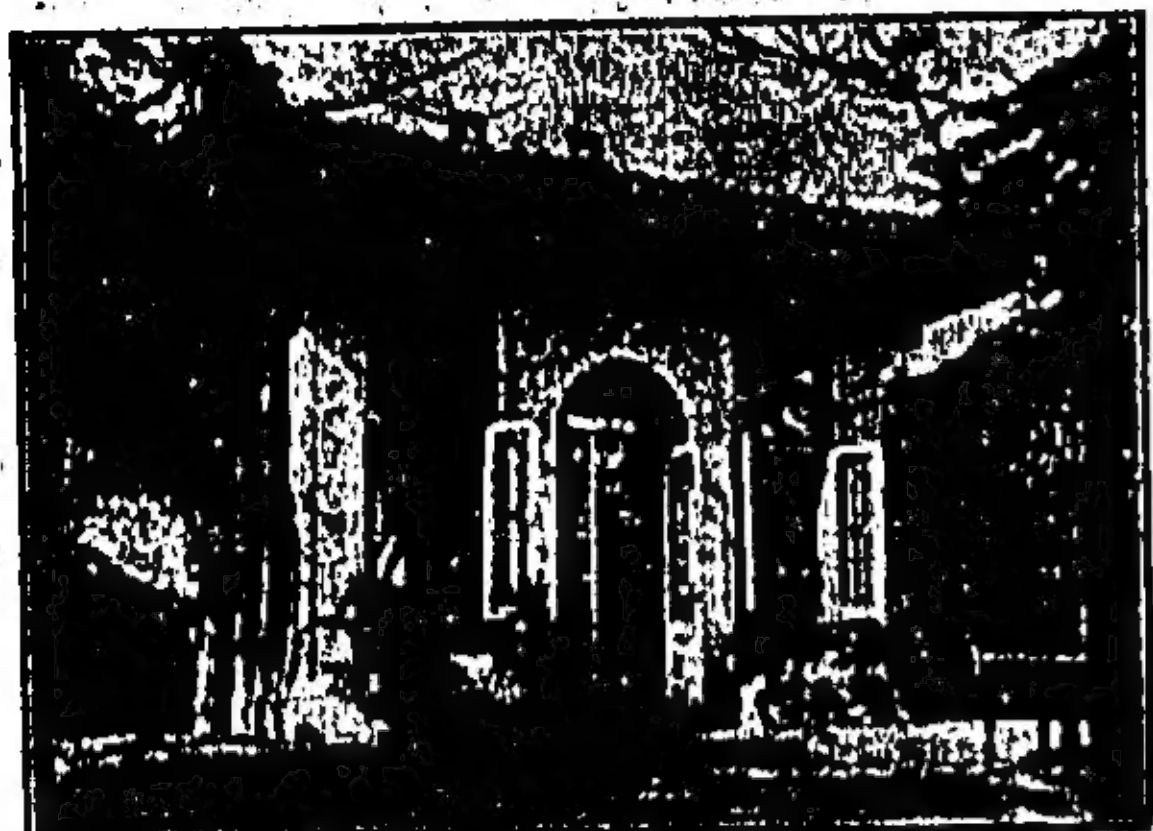
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FAST GOING.



Top:—Competitors in the one mile open event at the Shanghai Area Athletic Meeting, lining up for the start. Haseltine of the 4th U.S. Marines (extreme right) won. Bottom:—The start of the 100 yard dash, another open event. Townsley (second from left) of the U.S. Marines, won in the fast time of 10 seconds flat.

AMERICAN BASEBALL IN SHANGHAI



Cogsdell of the 4th U.S. Marines baseball team is seen on the left clouting out a long drive to left during practice at the Shanghai Race Course. "Pop" Robinson, mentor of the leatherneck nine, is looking up in the clouds trying to locate the horseshoe. On the right is Welch, youthful hurler who promises to develop into a first-class pitcher.

LAWN TENNIS.

PROGRESS OF HONG DOUBLES TOURNAMENT.

Good progress is being made in the Hong Doubles Tournament, there being no less than five matches played yesterday afternoon. All except one were decided in straight sets, Forster and Montgomery, requiring the full three to qualify for the next round. The full results were:

A. D. Humphreys and R. K. Valentine of Dodwells beat L. T. Ridd and D. M. MacDougall of the University 6-2, 6-4; S. E. Green and G. Bodicker beat C. Stigter and H. Nyhoff 6-3, 6-3; L. Forster and Dr. J. H. Montgomery beat Col. Wyatt and Capt. de Linds of the Royal Engineers 6-2, 6-2, 6-4; R. Gordon and K. Coxon of Jardines beat Pay Com. S. Parsons and Pay Lieut. G. M. Waters of H.M.S. Tamar 6-3, 6-2; H. J. Armstrong and O. E. C. Marton of Deacons beat B. L. Stock and N. S. Lee of the A. P. C. 6-3, 6-2.

Kowloon C.C. Teams.

The following have been selected to represent the K.C.C. in their League fixtures to-day:

"A" Division.—Versus the I.R.C. on the I.R.C. ground at 4.30 p.m.: E. C. Fincher and E. F. Fincher, S. E. Green and Thomas Lay, C. E. Millard and A. E. Guest.

"B" Division.—Versus the H.K.U.U. on the K.C.C. ground at 4.30 p.m.: P. M. Pinguet and A. Lecot, F. I. Zimmer and Geo. Lee, L. Jack and J. Smith.

BOXING CONTEST.

PAOLINO UZCUDUN DEFEATED BY GERMAN.

New York, June 28. Max Schmeling (Germany) won on points against Paolino Uzcudun (Spain) in a fifteen round contest.

Later. 45,000 spectators at the Yankee Stadium watched the fight, which was the first of the series to find a new world champion to succeed Gene Tunney. Schmeling started slowly but in the last six rounds so asserted himself that he chased the Spaniard round the ring slashing and ripping at his opponent's head and body and inflicting terrific punishment. It was only Paolino's remarkable pluck and gameness that prevented him being knocked out.

The fighters take 40 per cent of the proceeds which approximate \$500,000. —Reuter's American Service.

VALLEY GOLF.

CHAMPIONSHIP TO BE PLAYED IN AUGUST.

A golf meeting has been fixed to take place at Happy Valley during the first Sunday in August when the championship of Happy Valley will be one of the competitions decided. The championship is open to all members of the Royal Hongkong Golf Club and will be over 36 holes medal play (scratch); players to arrange their own partners and times. A Cup will be presented to the winner and another to the runner-up if there are over twenty-five entries. All afternoon rounds must start by 3 p.m. In addition there will be an Optional Sweepstake, and The Captain's Cup.

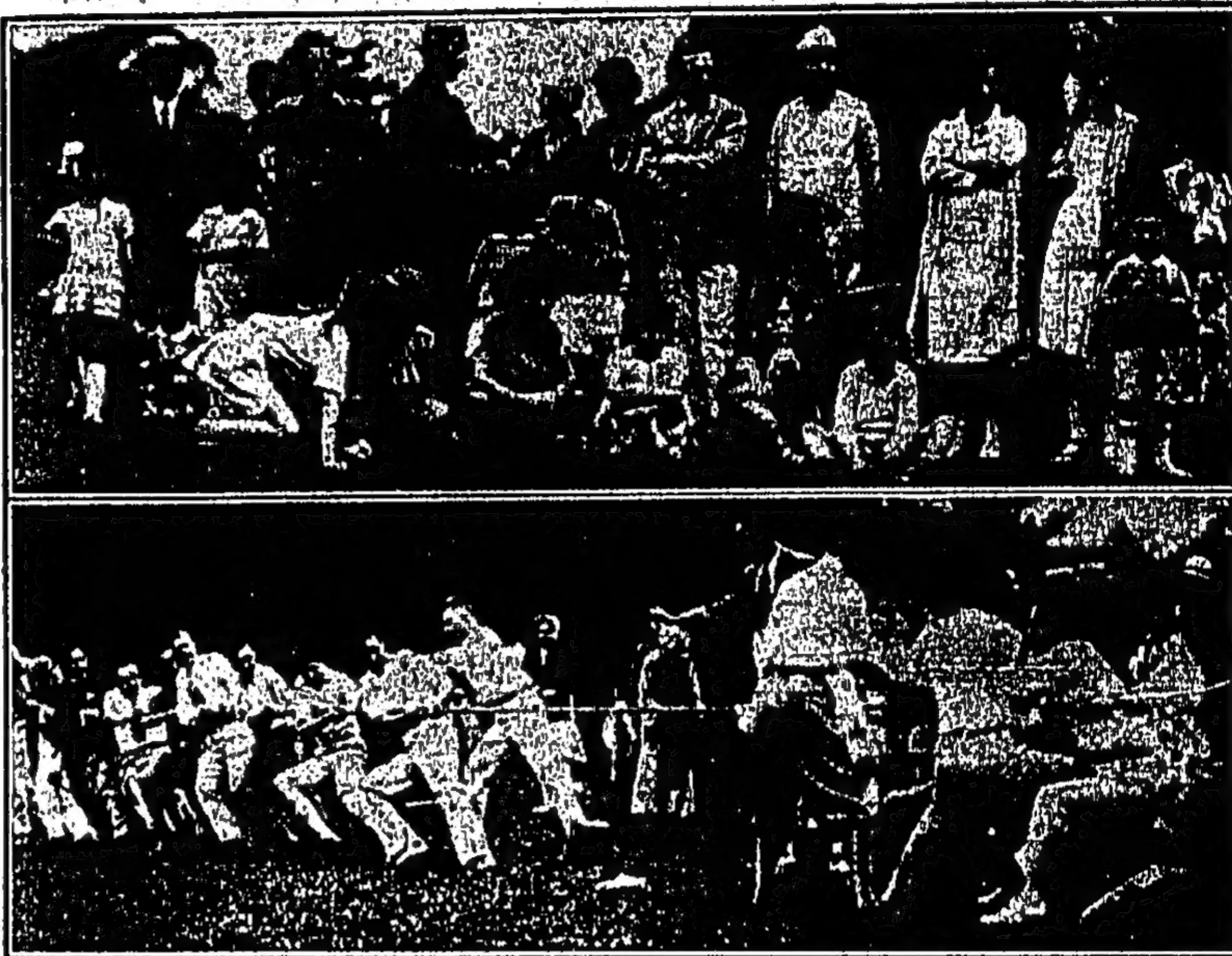
THE RECORD MANIA.

DISASTROUS ENDING TO ENDURANCE ATTEMPT.

New York, June 28. Two women, Miss Viola Gentry and Mrs. Martin Jansen, are each determined to break the world's flying endurance record by refuelling a machine in flight. Mrs. Jansen started from Roosevelt Field on Wednesday.

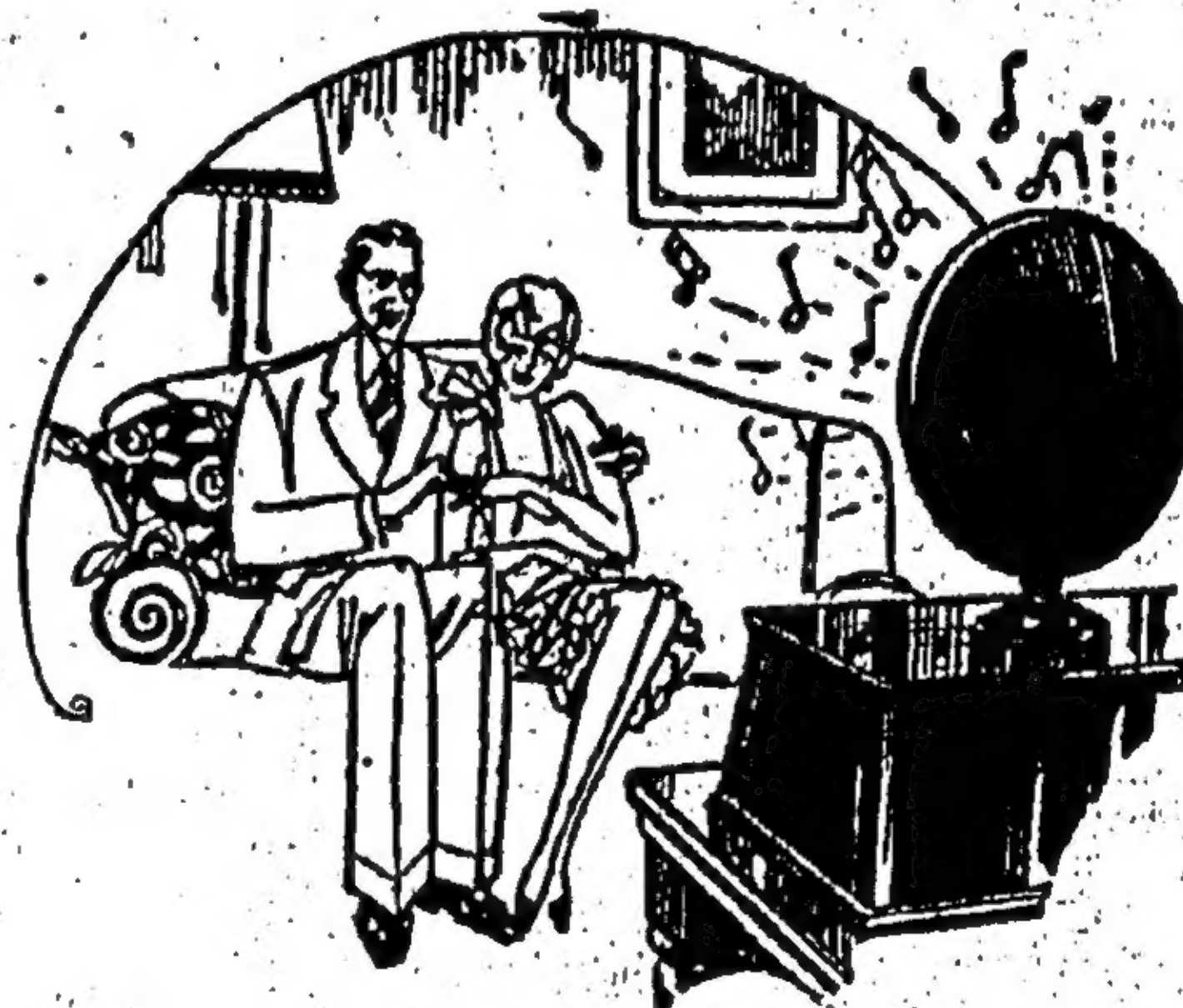
Miss Gentry ascended yesterday, but her machine crashed to-day, the pilot, Mr. Jack Ashcraft, being killed and Miss Gentry seriously hurt. —Reuter's American Service.

A SHANGHAI PICNIC.



At the top is a glimpse of the spectators at the picnic sports at St. John's University, Shanghai. Mrs. G. A. Fitch, wife of the Foreign Y.M.C.A. Secretary, is standing at the extreme right. The picture below shows the traditional tug-of-war. Mr. W. Y. Char, secretary and treasurer of the organization, was in charge of events.

"ZBW" — HONGKONG CALLING!



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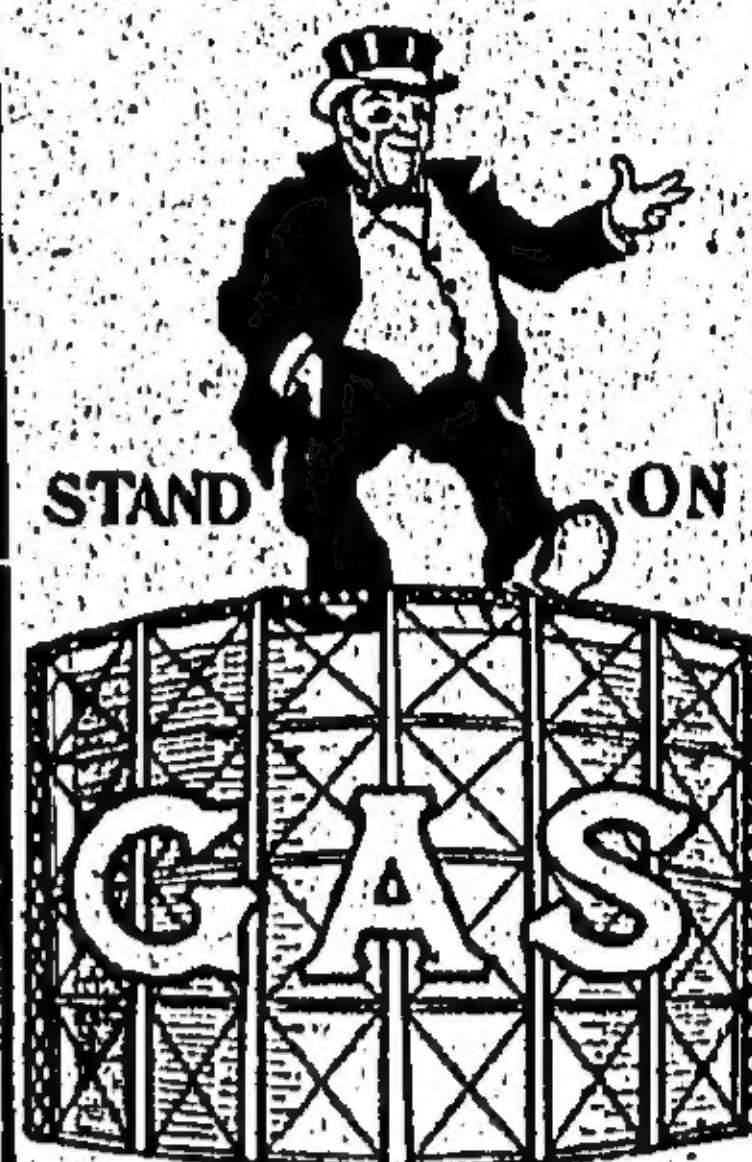
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"Speed" in a film means that you can take very short exposures and still get good plucky pictures. This is important when you wish to take moving objects. "Speed" also means that you can use your camera on dull days as well as sunny ones—and this is important nearly all the year round. Kodak Film is "Speedy". But you must be warned that

sometimes a film excellent for "speediness" is apt to be exacting, doesn't take kindly to being over-exposed, turns black and nasty. There is none of this churlishness about Kodak Film. Kodak Film is fast but not fussy. It really isn't worth while taking any chances. Everybody sells Kodak Film, so why not have it?

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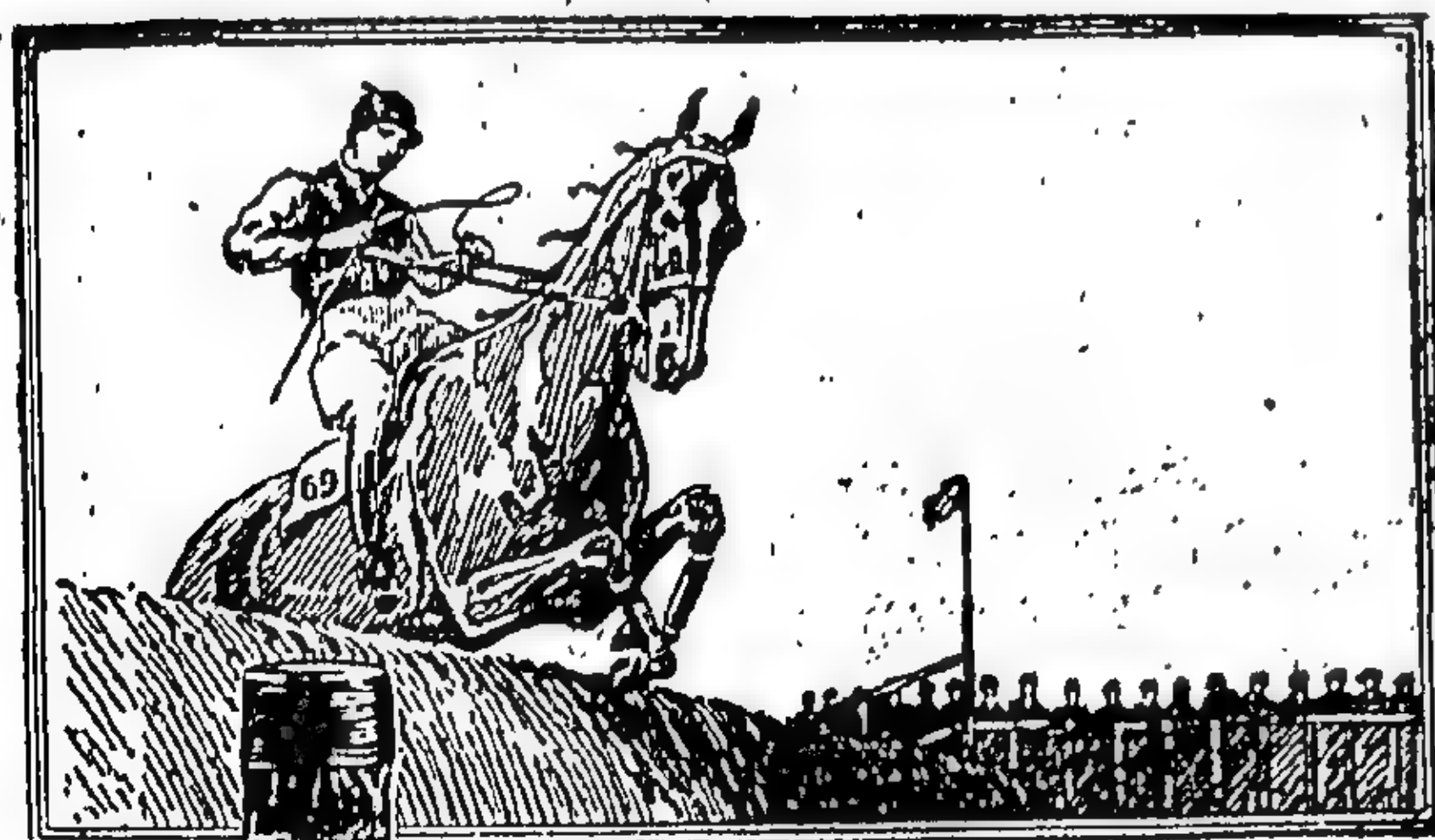
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HISTORY OF THE EASTERN MAILS.

FROM PADDLE-WHEEL TO TURBINE STEAMERS.

TRAVEL DISCOMFORTS.

An interesting account of the development of regular mail services to the East is given in a brochure prepared by the P. and O. Company, mainly for the International Postal Conference which is now being held at Home. Extracts are given below.

The first contract for the conveyance of mails, dated August 22, 1837, was made between the Peninsular Company and the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom, of Great Britain and Ireland for and on behalf of the Queen's Most Excellent Majesty, and was for the weekly conveyance of Her Majesty's Mails and Despatches from Falmouth to Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, and vice versa "with good, substantial, and efficient steam vessels with engines of not less than 140 horse-power to each vessel, the time of the voyage from Falmouth to Gibraltar not exceeding 216 hours."

This contract provided that each ship should be fitted with a powerful armament consisting of six guns of nine or twelve pounds, twenty muskets, twenty pistols, twenty swords and thirty rounds of powder and ball, and it was provided that on each ship a naval officer and his servant should be carried to see that a due and strict performance of the conditions of the contract was made.

First P. and O. Proposals.

In the year 1839, the British Government effected a convention with the French Government for the transmission of mails for and from India through France via Marseilles. From Marseilles a British Admiralty vessel conveyed the mails to Malta, whence, with the larger and heavier portion which by arrangement was conveyed by the P. and O. Company's steamers via Gibraltar. But these arrangements did not work regularly and the P. and O. Company was asked to submit a plan for establishing a more rapid and regular means of transportation to and from the East. The proposals made by the Company being satisfactory, this service was undertaken.

The East India Company, realising that communication with India was now placed on an efficient basis, made an arrangement with the P. and O. Company for services between Suez and Calcutta, and, ultimately, regular steam services were inaugurated between Southampton and Alexandria and between Suez and India. This was the commencement of the Eastern mail service which has worked now for between eighty and ninety years.

Much eloquence had been expended by statesmen in India and in England on the benefits which rapid and regular steam communication would be likely to achieve, and many enterprises were projected with a view to the attainment of so desirable an end, but it was not until the Peninsular and Oriental Company undertook the maintenance of the service that this idea was actually carried into effect.

Steam Vessels Ordered.

The P. and O. Company considered that this enterprise was a necessity of the age, and, likely, sooner or later, to prove remunerative; they also considered that the traffic of an Indian service would materially assist their existing Mediterranean line. With this conviction they applied for and obtained a Royal Charter in 1840. The Charter was granted on the condition that the company established steam communication with India within two years, and the directors at once set about implementing their engagement by building the Hindostan and Ben-tinck and purchasing the Precursor. These vessels were of 1,800 tons and 600 horse-power.

At this time the directors of the P. and O. Company had an intimation that in the event of proper facilities being provided by the Company for the conveyance of Her Majesty's Mails and Despatches on the Nile, this service also would be transferred to the Company. No time was lost, therefore, in contracting for an iron steam vessel and the service across Egypt was taken over. Other small vessels were acquired and several special steamers were constructed for the Nile work with the object of improving the transit through Egypt which had been initiated by the enterprise of Lieutenant Waghorn a few years previously.

The Hindostan was the first steamer despatched by the company to India, and her departure from Southampton for Calcutta on Sept. 24, 1842, marked an epoch in the annals of steam navigation. This enterprise was publicly treated as one of national importance.

Pre-Railway Days.

Those who have known the overland route only by being whirled

across the Isthmus of Suez by rail can form little idea of the discomfort of the journey in pre-railway days. In those early days, after landing at Alexandria, the first part of the transit was by the Mahoudiah Canal, which connected Alexandria with the Nile and by means of which the produce of the Nile Delta was diverted to that port from Rosetta, the former emporium of trade. This journey of 48 miles was accomplished in a big, mastless canal boat, in form not unlike the dahabeahs used to-day upon the Nile, towed by a steam tug at the rate of five miles an hour. From Affeh, where the canal debouches from the Nile, steamers started for Cairo, a distance of 120 miles and accomplished the journey in about sixteen hours to Boulac, near Cairo, where passengers landed. Passengers had then to remain the night in Boulac, but sometimes two or even three days were spent at this place.

From Cairo to Suez the route lay across the desert for 90 miles, and the journey was performed in two-wheeled omnibuses holding six persons, and drawn by four mules or horses, the road being merely a track across the desert. There were various stations at which horses could be changed, in from eight to ten minutes, and the journey took about 16 to 18 hours, of which time about 10 hours were occupied in actual travel and the remainder in stops for rest and refreshment. It may therefore be said that at this time a very efficient system had been provided by the P. and O. Company for the conveyance of mails, passengers and cargo across Egypt. On arrival at Suez mails and passengers were embarked for the journey to India.

The transport of cargo by these primitive methods was even more difficult than that of passengers and mails, more especially between Cairo and Suez, where every package had to be carried on camel's back, a distance of nearly 100 miles. Many thousands of these animals were employed in this work, which embraced, in addition, the carriage of water from the Nile for the several desert stations and for Suez.

The mail from the East, made up at Bombay, consisted of bundles of letters which were packed in strong iron boxes of about two feet by one foot, and eighteen inches in depth, securely bound and sealed with solder, as it was said that wax would be melted by the heat of the climate. The number of boxes varied from 30 to 40 and together they constituted the mail conveyed from Bombay to Egypt.

As time went on further improvements were effected, and, in the spring of 1851, the P. and O. Company made arrangements for the construction of the railway between Alexandria in 1859.

Things continued pretty much in this condition until the opening of the Suez Canal in 1869, in which the P. and O. Company had a very special interest. The first P. and O. steamship to pass through the canal was the Delhi in 1870. The P. and O. Carthage was the first mail ship to pass through the canal in 1888, and made the transit in 16 hours.

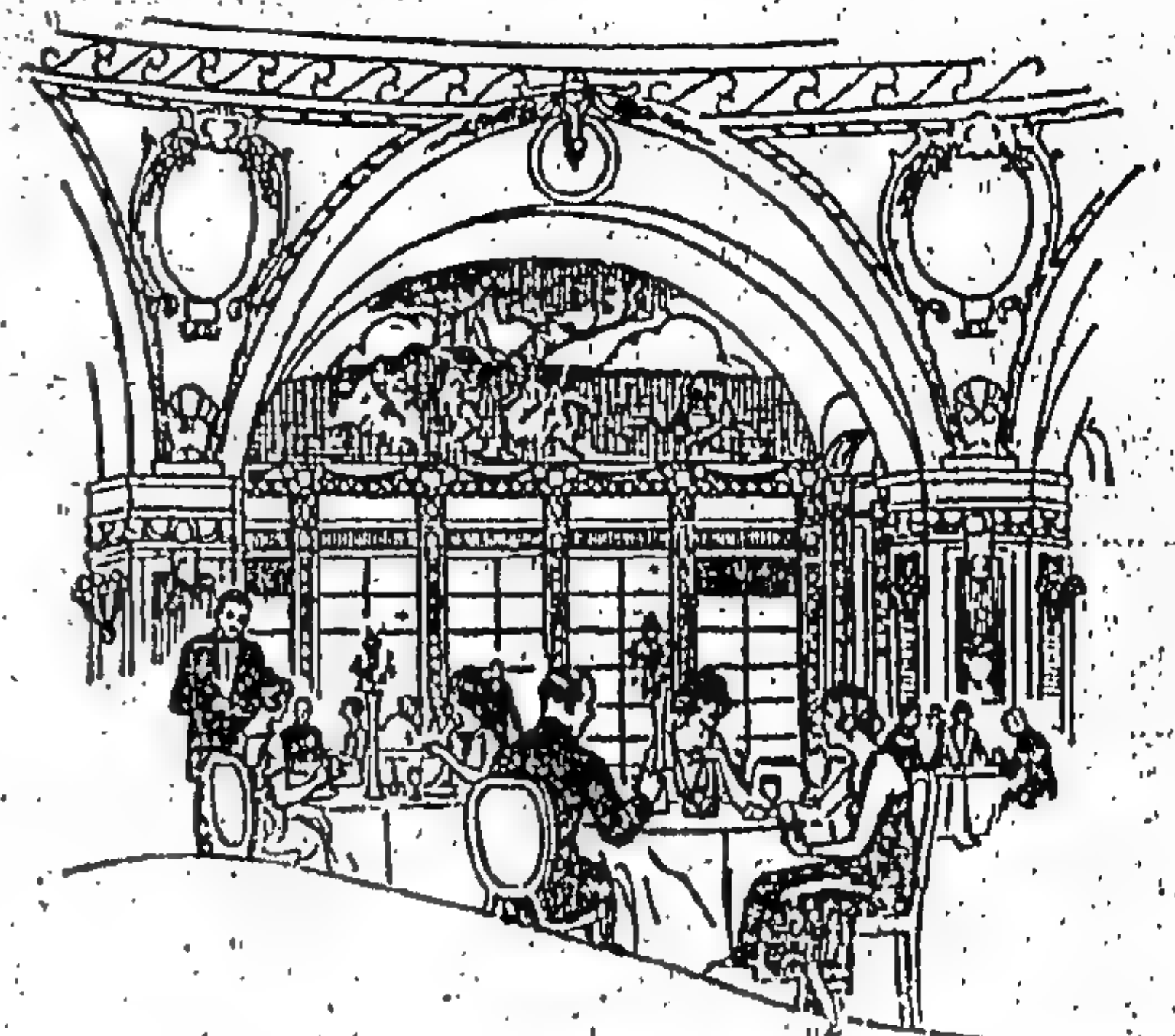
The P. and O. Company's connexion with Eastern mail transit has now lasted for nearly a hundred years, and the company was really the pioneer of the mail service to and from the East. The whole course of travel has undergone a great change, and during all this time the company has been continually increasing its fleet and extending its mail services. No other company has a record of the same length of public service combined with such a wide range of operations.

In 1928 the company performed in the course of its mail contract services no less than 2,634,032 miles and provided space for mail matter totalling approximately 100,000 tons, comprising nearly one million and a half of mail bags.

A comparison of the accommodation of the Royal Tar, a paddle-wheel steamer built in 1832, and the latest P. and O. steamship, the Viceroy of India, shows the great progress which has been made in just under a century. The Royal Tar, whose plan of accommodation had 6 cabins for a total of 83 passengers, while the Viceroy of India has accommodation for 673 passengers in 311 cabins, 415 of which are single-berth cabins. The Viceroy of India is propelled by turbo-electric machinery which enables her to travel at a speed of nearly 20 knots.

A BROKEN DOWN SYSTEM.
This is a condition (for disease) to which doctors give many names, but which few of them really understand. It is simply weakness—stagnant blood, as it were, of the vital forces that maintain the system. The most common cause is overwork (there are almost numberless), the symptoms are much the same: the man complains of being depressed, of nervousness or weariness, depression of spirits and want of energy for all the ordinary activities of life. Now, what is the remedy? It is essential in all such cases to increase vitality—vigor, vital strength and energy to throw off these morbid feelings, and at night, before the day begins, to secure a restful sleep. This may be secured by the use of the new French remedy, **THERAPION No. 3**, taken by any other known combination. Specially adapted to be taken in accordance with the directions accompanying it, will be the most effective and the most rapid of all remedies for the restoration of the EXPIRING LAMP OF LIFE. **LIGHTED UP AGAIN.**
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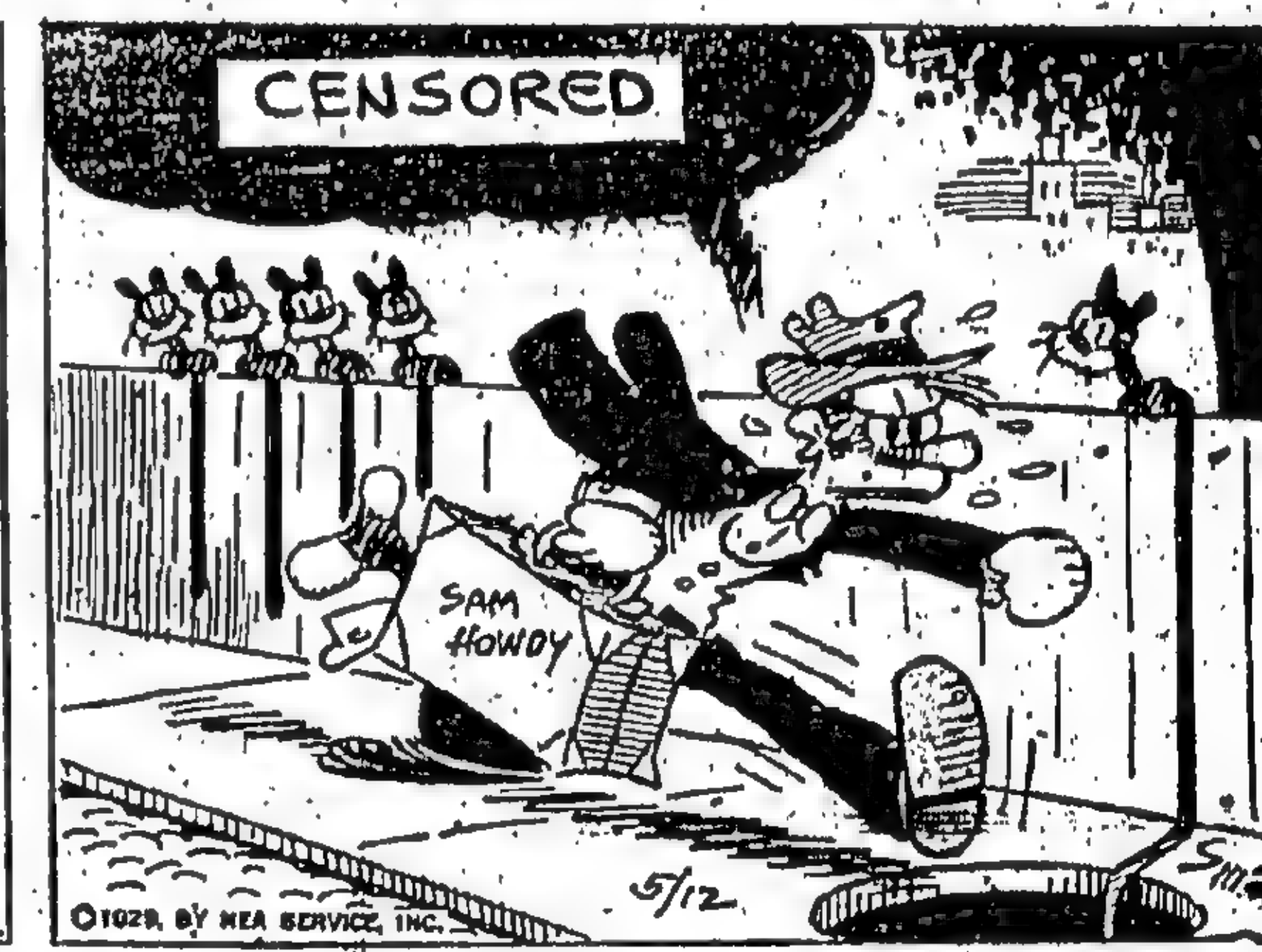
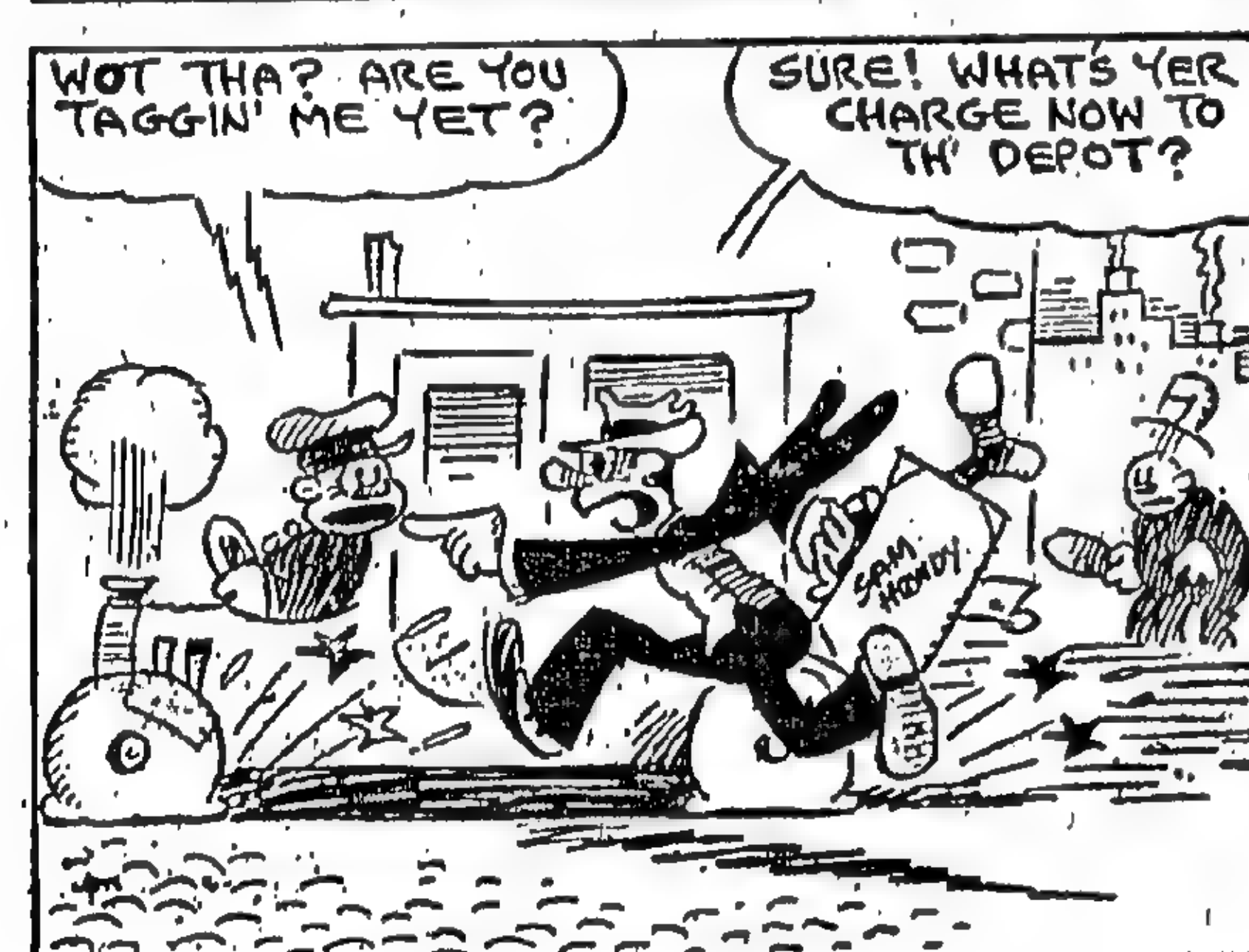
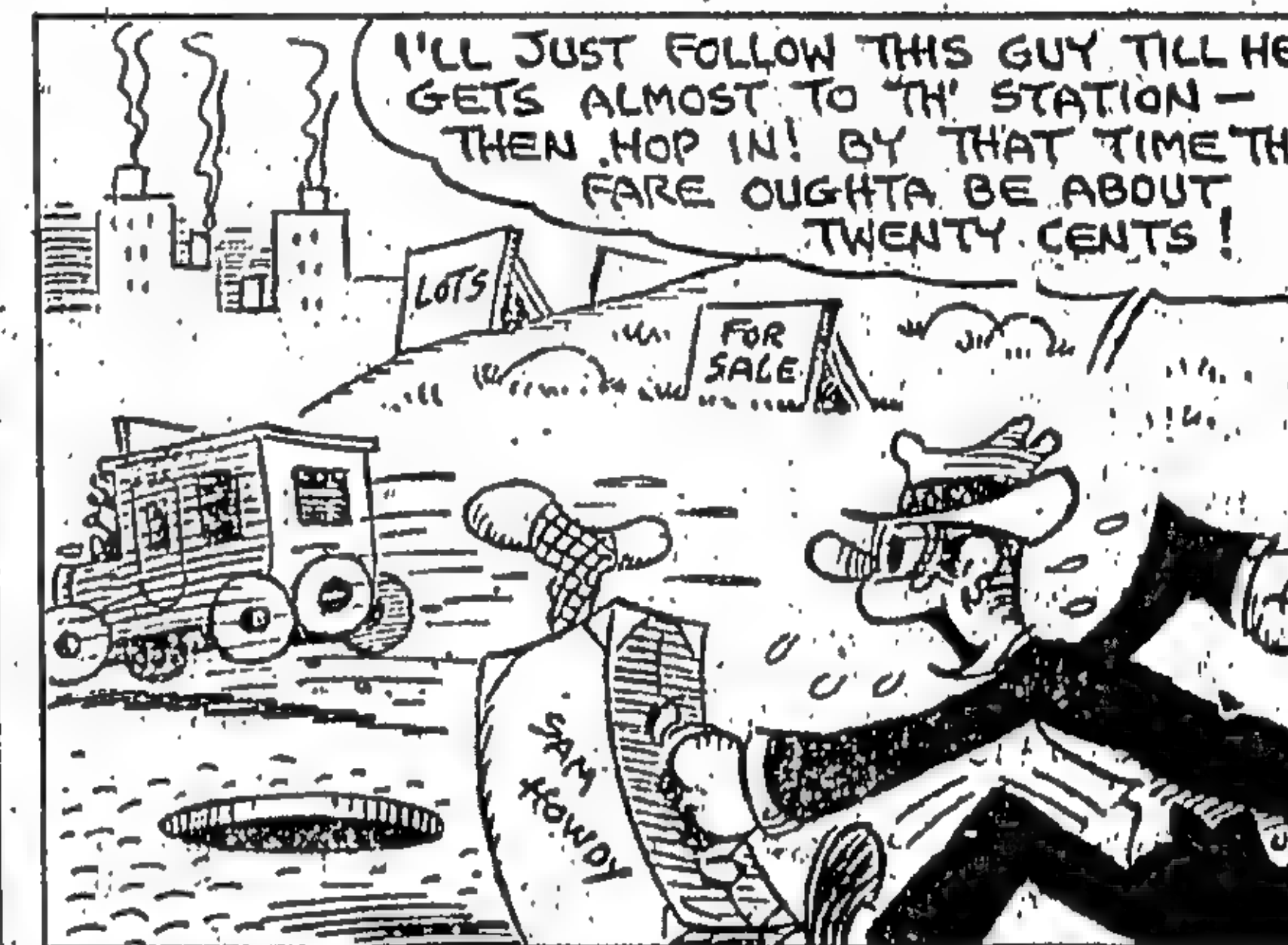
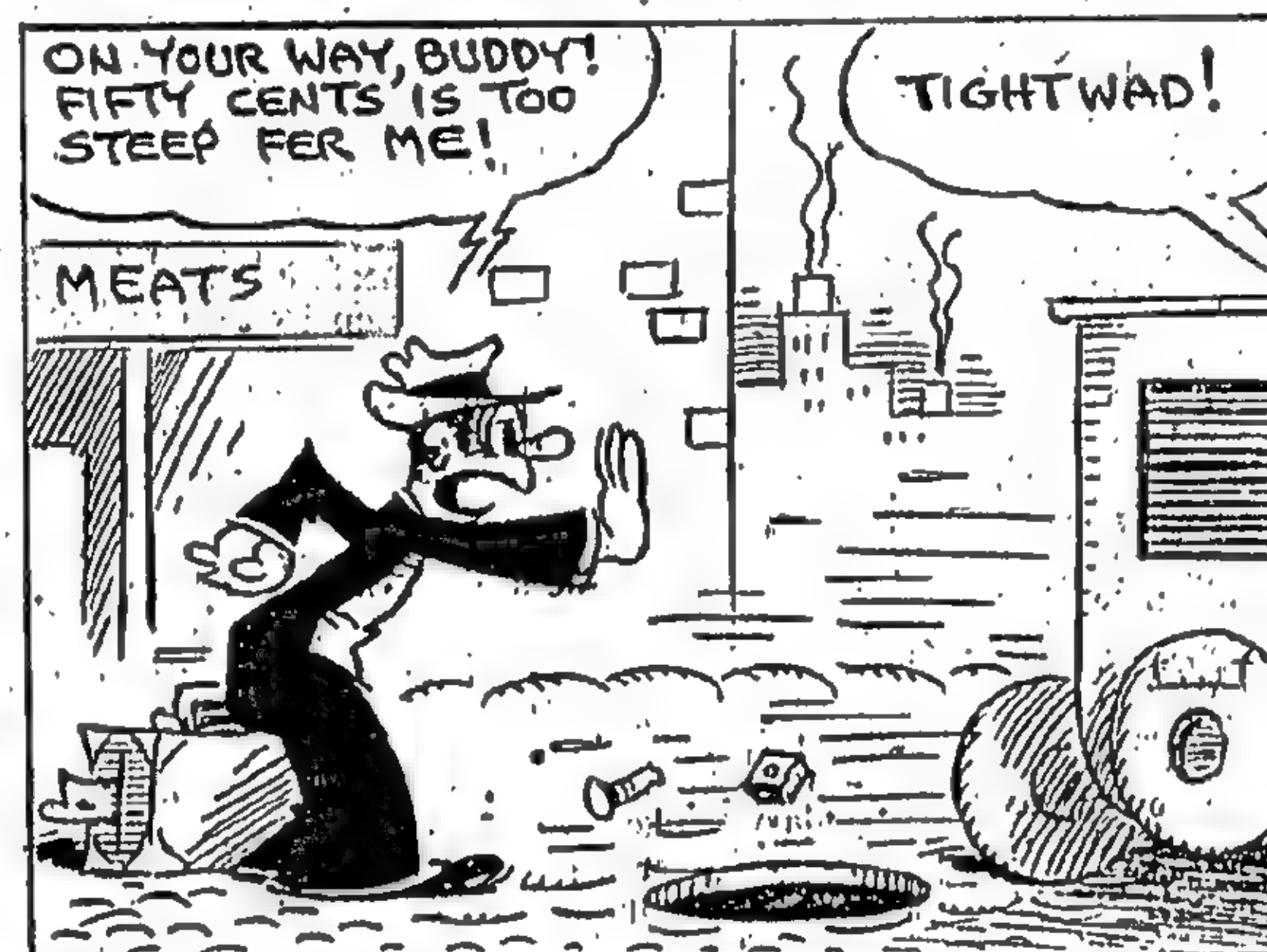
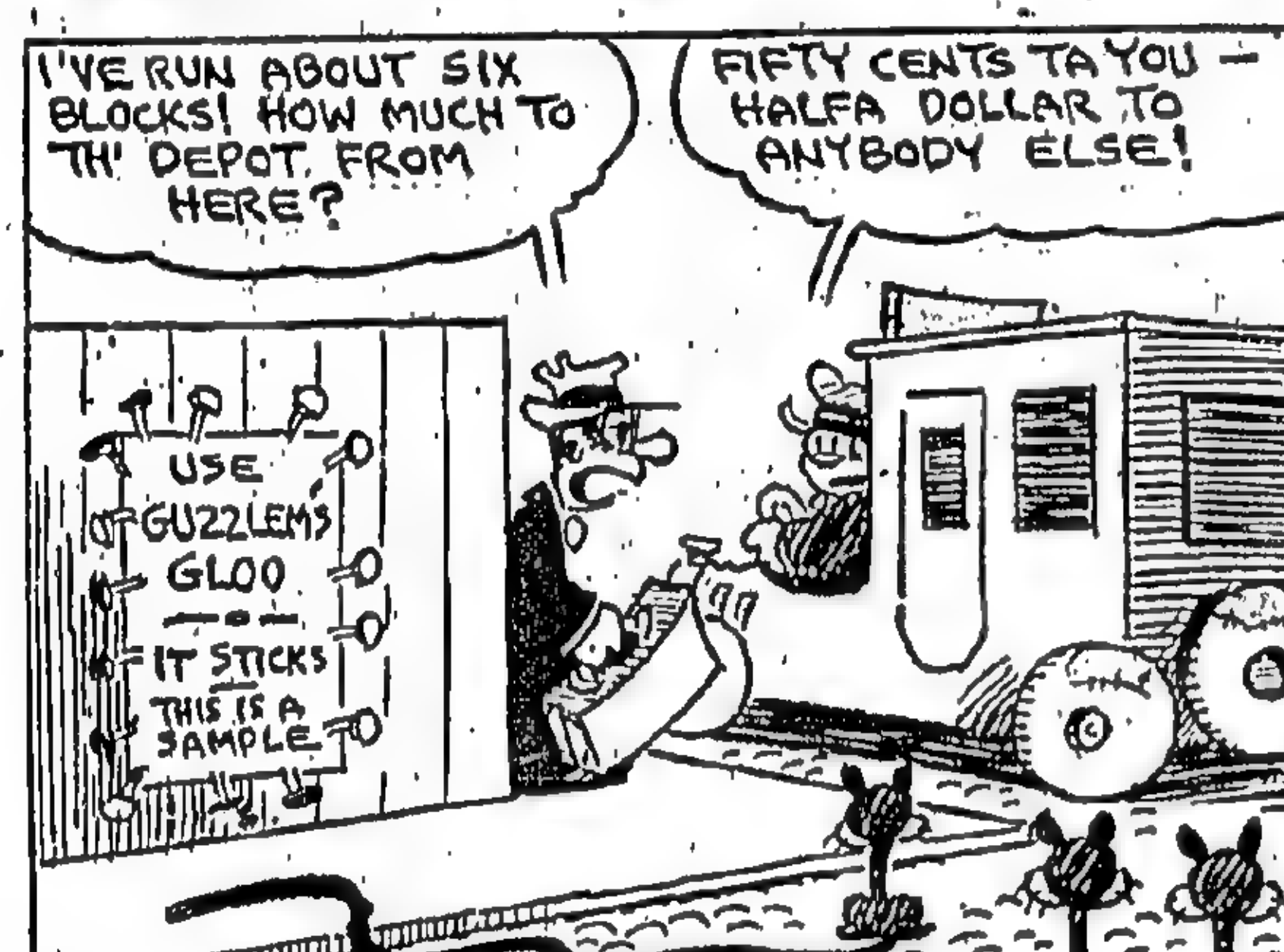
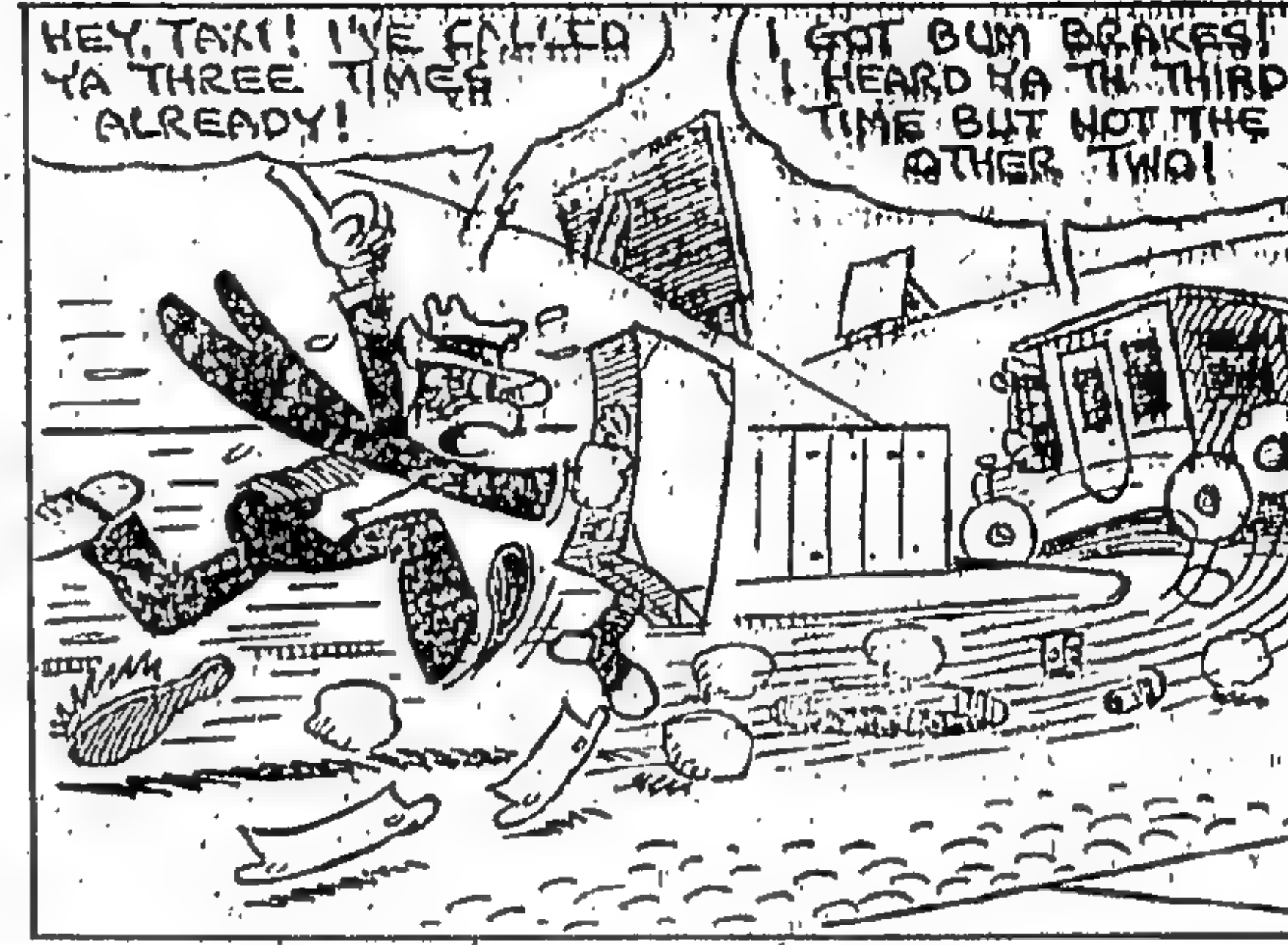
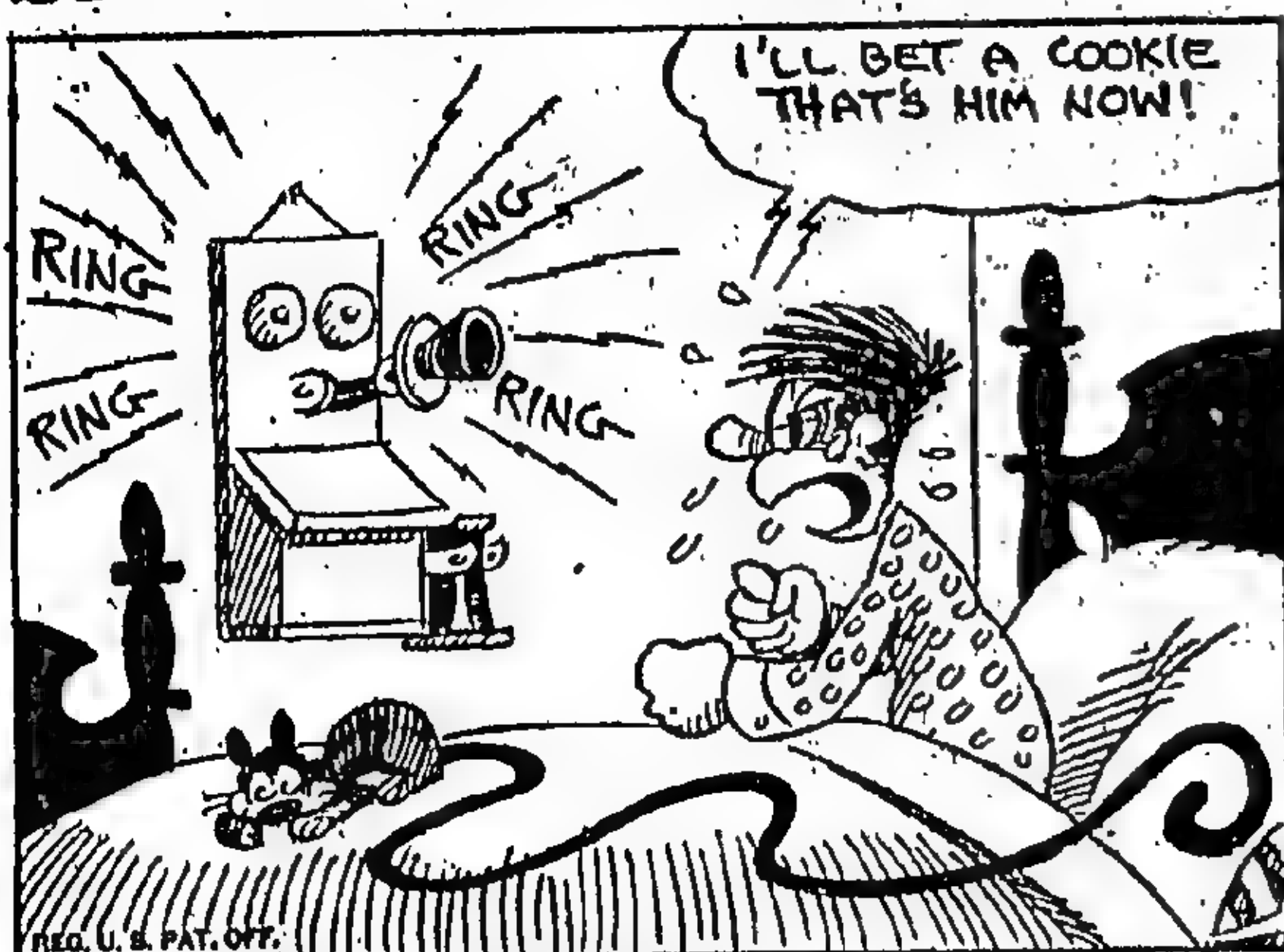
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The "OCEAN" Cabin Trunk a Real Marvel in value, strongly made of three ply wood, covered with Green Rotproof Canvas and bound with Hardwood Bats, and strong Metal Locks.

Size 36 by 20 by 13 in.

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Case of 2-ply wood, covered with Brown of Green waterproof canvas. Fitted bentwood batons brass capped Leather support for back hinges and brass lever locks. Complete with tray.

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Size 30" x 20" x 13" \$17.50

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The "WEMBLEE" Attache Case Good Fibre with Leather Handle and Bound Corners.

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24" \$11.50 26" \$13.50

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TO-NIGHT'S CONCERT.

K.O.S.B. BAND AT THE KOWLOON CRICKET CLUB.

Another attempt will be made to-night to hold the Band Concert at the Kowloon C.C., which had to be postponed owing to rain a week ago. The Concert is being given by the K.O.S.B. Band under Mr. W. Fitz-Earle, Bandmaster, and Mr. Oscar Enger, and Mr. McA. Keown will also render items. The grounds will be specially decorated for the occasion and there will be ample seating accommodation. The programme is as under:

- Part I.**
1. March "Spirit of Pageantry" Fletcher.
2. Overture "William Tell" Rossini.
3. Songs:
(a) "Meet Me" Castling, Collins.
(Down by ... den Gate.)
(b) "Don't be Cruel to a Vegetable." Mr. Oscar Enger.
4. Selection "Melodious Memories" Pinche.
5. Rhapsodie "Slavonic" Friedemann, Interval of 10 Minutes.
Part II.
6. Selection "Gems of Sullivan" Arr. Godfrey.
7. Songs:
(a) "Friend O' Mine" Sanderson.
(b) "All Joy Be Thine" Sanderson.
8. Musical Comedy "This Year of Grace" Coward.
9. (a) Song Fox Trot, "Sonny Boy" De Sylva.
(b) The Season's One Story, "Shinnicki Inn" Carlin.
"Blue Bonnets O'er the Border," God Save The King.
Conductor:—Mr. W. H. Fitz-Earle, A.R.C.M., Bandmaster.

WEST RIVER PIRACY.

MERCHANTS FROM THE UNITED STATES KIDNAPPED.

West River pirates are again busy. A Chinese passenger and cargo towboat was pirated on Wednesday while on the voyage from Heung Shan district to Canton.

The Woo Fat towboat, with about two hundred passengers, left Heung Shan in the morning of Wednesday and arrived in Kwai-chow district on the West River about 11.30 that evening, when a band of pirates, about 50 strong, opened fire from the banks.

A number of bullets hit the steam launch, and sailors on the launch lost no time in cutting the tow rope. The launch steamed for Yeung Kee for assistance, leaving the towboat behind with all the passengers at the mercy of the pirates.

The desperadoes, armed with rifles and holding torches, approached the boat in five small craft, and the vessel was ransacked, though it is understood that no violence was employed. None of the passengers appeared to be able to put up any resistance.

Among the victims eight men are said to be newly returned Chinese merchants, who made fortunes in the United States of America, and from them the robbers collected about \$20,000 in

LOCAL RADIO.

PROGRAMMES FOR THE WEEK-END.

Broadcast by Z.B.W. on 350 metres.
1.45 p.m. Weather report.
5.30-6.30 p.m. Programme of Chinese Music, (Records supplied through the courtesy of Messrs. The Pleasant Co.).
7.45 p.m. Evening Weather Report.
8 p.m. Evening Programme, (Parlophone Records supplied through the courtesy of Messrs. Canton Trading Association).
"Liberal-Love's Festival," "Trauma," (Wagner).
Parlophone-Stretch-Orchestra.
Dance Music.
8.15 p.m.
"After You've Gone,"
"I Ain't Got Nobody," Sophie Tucker.
Dance Music.
8.15 p.m.
"The Merry Widow, Waltz,"
"Count of Luxembourg, Waltz,"
Edith Lorand Orchestra.
Dance Music.
8.45 p.m.
"If You've No Idea,"
"Cause I Feel Low-Down," Sophie Tucker.
Dance Music.
10.20 p.m.
"Menuet,"
"Prelude,"
Edith Lorand Orchestra.
10.30 p.m. Close down.
To-morrow's Programme.
1.45 p.m. Weather report.
5.55 p.m. Evening Service relayed from St. Joseph's Church, Garden Road.
Organ Solo, Rev. Fr. A. Riganti.
Sermon, Rev. Father G. Byrne, S. J.
Benediction, O. Salazar.
Tantum Ergo, Adornus.
St. Joseph's Church Choir.
7.45 p.m. Evening Weather Report.
9 p.m. Evening Programme, (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Montie and Co.).
"Petite Suite De Concert,"
(S. Calverley-Taylor).
De Groot and the Piccadilly Orch.
"The Boys of the Old Brigade,"
"Martial Moments,"
The Band of H.M. Coldstream Guards.
"Prayer of Thanksgiving,"
"Swing Low Sweet Chariot,"
Associated Glee Clubs of America.
"The Emerald Isle" Selection,
The Band of H.M. Coldstream Guards.
"Autumn Song,"
Associated Glee Clubs of America.
"Foursome,"
Meredith-Kay and His Orchestra.
"Prophecies,"
"I'm Blast,"
Humorous, Norman Long.
"Tales from the Vienna Woods,"
Waltz,
International Concert Orchestra.
"Messiah—Hallelujah Chorus,"
"Gloria from Twelfth Mass,"
Trinity Choir.
10.30 p.m. Close down.
Hongkong bank notes.

After about two hours, a big lunk with more pirates sailed alongside and removed all the cargo, also taking fifty passengers, including many women and the eight merchants from the States.

The total loss is estimated to be \$50,000 to \$60,000. The steam launch arrived shortly after dawn with two other vessels, and troops from Yeung Kee, long after the pirates had gone.

A BAD RECORD.

OLD OFFENDER DRIVES WITHOUT A LICENCE.

A Chinese, whose driver's licence had been suspended by the Police, was charged before Mr. E. W. Hamilton yesterday with driving public car No. 26 without a licence, and with reckless driving.

Traffic Sergeant Kelly said that at 7 p.m. on Thursday he was on motor cycle patrol in Praya East when he saw the car travelling east. He recognised the driver as a man whose licence had been suspended. Accordingly, he got off his cycle and ordered defendant to stop.

Defendant did so right on the tram lines, and then jumped out of the car and ran into a side street. Witness followed but lost sight of the man. He returned and took the car off the tram track, where it was in danger of being run into by a tramcar. Defendant was arrested yesterday.

The Magistrate inquired where the charge of reckless driving came in.

The Sergeant said that defendant had stopped the car on the tram lines instead of pulling to the left of the road.

A Fine Point.

Mr. Hamilton: But you pulled him up. That is a fine point, and I don't think it would be fair to make a conviction in the circumstances.

Accused said that he was persuaded by the master of car No. 26 to drive it for him only once, assuring him that he would not be found out. When the Sergeant stopped him, he ran off not with the intention of avoiding arrest but to fetch the owner of the car. When they returned later the Sergeant had already gone.

The Magistrate convicted on the first charge only. He remarked to accused: It comes to this, that you have a thoroughly bad record, so had that the Police withdrew your licence. If you people think you can get your licence suspended and then go on driving you are very much mistaken. Fined \$100 or two months.

LATE MRS. LOUISE LEONG.

LARGE ATTENDANCE AT FUNERAL.

There was a large attendance at the funeral of the late Mrs. Louise Mabel Leong which took place at the Catholic Cemetery yesterday evening. The Rt. Rev. Bishop Valoria, assisted by a number of other clergy and a surprised choir, conducted the graveside ceremony.

The husband, Mr. Augustin Leong Hingkee and his children were the chief mourners, while others present included Messrs. Peter Leong Hingkee, Leong Kam-kwong, M. K. Lo, Ho Lu, S. M. Churn, J. F. Grose, C. G. Anderson, Ford, W. Hall, A. H. Roberts and many others including a large number of ladies.

The wreaths included those from the bereaved husband and children and over two hundred from friends.

DISARMAMENT.

FIVE POWER CONFERENCE ON NAVAL QUESTIONS.

Washington, June 28.—A five-power conference in London next summer on the political aspects of the question of a reduction of naval armaments is regarded in Government circles as a possible outcome of the naval discussions at present being held in London.

Meanwhile, there has been no move in this direction on the part of the British Government, but it is felt here that the United States would favour such a conference, which would not concern the technicalities to be considered at the next meeting of the Disarmament commission of the League of Nations.—*reuter's American Service.*

Mr. MacDonald to Decide.

New York, June 28.—A message from Washington says that General Dawes has been instructed to inform Mr. Ramsay MacDonald that the United States is ready to enter either into a separate naval disarmament conference or one operating under existing League machinery. An early announcement from Mr. MacDonald is anticipated.—*reuter's American Service.*

SOUTHERN CROSS.

HAZARDOUS FLIGHT TO SINGAPORE.

(Our Own Correspondent.)

Singapore, June 28.—After a hazardous flight over the ocean from Derby of 1,800 miles via Sunda Straits, the "Southern Cross" arrived at the R.A.F. air base at Seletar, Singapore, to-day at 12.45 p.m.

The flight was vividly described by wireless messages received from the plane throughout the night, one received at 12.55 a.m. stating, "It is a great night up here. It looks as though our luck has changed, though we anticipate delay on the way to Singapore and to Allahabad."

Land was sighted at the West end of Java at dawn. The location of Sunda Straits was somewhat difficult owing to thick mist and clouds. The airman proposed to stay the night at Singapore and to leave for Rangoon to-morrow.

BIRTHDAY HONOURS.

FURTHER RECIPIENTS RESIDENT IN CHINA.

Among the names appearing in the official list of honours conferred by the King on the occasion of his 64th birthday, are:

Mr. George Sinclair Moss, M.B.E., H. M. Consul in China.
Major Douglas Gordon Choyne, M.C., M.D., Royal Army Medical Corps, Deputy Assistant Director of Hygiene, China Command.
Conductor Herbert King, Royal Army Ordnance Corps, Chief Clerk, office of the Deputy Director of Ordnance Stores, China Command; and warrant Officer, Class II, Quartermaster Sergeant Cecil Stephen Roberts, Hongkong Signal Section, Royal Corps of Signals, all of whom have received the O.B.E. decoration.

WATER SHORTAGE.

NULLAHS TO BE REOPENED IN A FEW DAYS.

Some days ago the people who had been accustomed to get water from the taps specially provided to supply water from the nullahs awoke to the fact that that supply had suddenly been cut off. The patrons of these taps not to be denied, went into the nullahs and continued to take water.

It has therefore been decided to erect at each nullah supply, three tanks, one in which the water will be gathered from the nullah and the other two to serve as secondary supply tanks, each of these two provided with three taps. The water in the first tank, taken direct from the nullah, will be properly chlorinated and will then run to one of the secondary tanks, from which it can be drawn for general consumption. While the first of the secondary tanks is being drawn from, the supply for the second tank will be chlorinated and so on, so that a continuous supply of chemically treated water will be available.

This scheme is to be tried out as an experiment first at two or three nullah stations and if it is found satisfactory will then be adopted for all the other stations.

Harbour Pipe-line.

"Operations for the laying of the pipe-line across the harbour will be commenced at the beginning of next month."

This is the gist of the notice issued by the Harbour Master yesterday.

The text of the notice is as follows:

"Boring operations of the harbour bottom on a line joining the seaward end of Queen's Pier and the position of the intersection of the centre line of Nathan Road in the Kowloon sea-front will commence on July 4, 1929."

"The boring operations will be confined to a distance of 500 feet from the sea-front on each side. One large junk, carrying as a distinguishing signal a large square red flag, will be used in connexion with this work."

"All shipping must give this vessel a wide berth."

KING'S RECOVERY.

THANKSGIVING SERVICE AT THE CATHEDRAL.

The Thanksgiving Service for the recovery of His Majesty the King will be held in St. John's Cathedral on July 7, commencing at 9.15 a.m. and terminating at 10 a.m.

Nearly 500 troops will take part in the service. There will be 175 men from the 1st Battalion Somerset Light Infantry and a similar number from the 2nd Battalion, King's Own Scottish Borderers. Other units to be represented will be the Royal Artillery, Royal Engineers, Royal Signals, Royal Army Service Corps, Royal Army Medical Corps, Royal Army Ordnance Corps and the Royal Army Pay Corps.

The band of the King's Own Scottish Borderers will be drawn up between the Detention and Murray Barracks and will play all units into the Cathedral. The units taking part in the service will be drawn up on Murray Parade Ground and will then march off in succession.

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*KASHGAR	9,005	6th July.	Marseilles, London & Hull
*MIRZAPUR	6,715	9th July.	Straits, Colombo & B'bay
*ALIPORE	5,273	19th July.	Straits, Colombo & B'bay
*KHYBER	9,135	20th July.	M'ses & London
*KHYBER	9,114	3rd Aug.	Marseilles, L'don & Hull
*KIDDERPORE	5,334	15th Aug.	Straits, Colombo & B'bay

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BRITISH INDIA-APCAR SAILINGS

SANTHA	7,754	5th July.	S'pore, Penang & Calcutta
TILAWA	10,006	24th July.	S'pore, Penang & Calcutta
SIRDHANA	7,745	28th July.	S'pore, Penang & Calcutta
TALAMBA	8,018	1st Aug.	S'pore, Penang & Calcutta

B. I. Aparcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*ST. ALBANS	4,500	5 July. 4 p.m.	Manila, Sandakan, Thurs.
ARAFURA	5,000	2nd Aug.	Island, Townsville, B'bang
TANDA	6,956	30th Aug.	Sydney and Melbourne.

*Calls Port Holland.

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The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kaulabugen, Tawao, Timor, Darwin, or other ports en route as indicated on offers.

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The P. & O. Branch Service of Steamers to London via the Cape.

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SAILINGS TO SHANGHAI & JAPAN

SIRDHANA	7,745	4th July. a.m.	Amoy, S'hai, Moji, Kobe & Osaka
KHYBER	9,114	5th July.	S'hai, Moji, Kobe & Yoko
ARAFURA	6,000	9th July.	Moji, Kobe, Osaka & Yoko
TALAMBA	8,018	10th July.	Amoy, Moji, Kobe & Osaka
MALWA	10,980	19th July.	S'hai, Moji, Kobe & Osaka

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Kwaisang Kwongseang Pooshing Hopsang	Sun. 30th June at 10 a.m. Wed. 3rd July at 10 a.m. Sun. 7th July at 10 a.m. Wed. 10th July at 10 a.m.
TO OSAKA via AMOI, MOJI & KOBÉ	Kutsang Namsang Yuesang	Fri. 12th July at 7 a.m. Thurs. 18th July at 10 a.m. Sun. 28th July at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Kumsang Hosang	Tues. 9th July at 3 p.m. Sat. 20th July at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Wed. 10th July at 3 p.m. Sun. 21st July at noon.
TO TIENTSIN	Chipsing	Sun. 29th June at 9 a.m.
TO CANTON	Pooshing	Mon. 1st July at 10 p.m.

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Motor Vessel "GLENAMOI"	4th Sept.
Motor Vessel "GLENAPP"	2nd Oct.
Motor Vessel "GLENSHIEL"	16th Oct.

TO SHANGHAI, KOBÉ, YOKOHAMA & VLADIVOSTOK.

Steamship "ALDINGTON COURT"	10th July.
Motor Vessel "GLENAMOI"	24th July.
Motor Vessel "GLENAPP"	2nd Aug.
Motor Vessel "GLENAPP"	16th Aug.
Motor Vessel "GLENSHIEL"	30th Aug.

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Siberia Maru ... Wednesday, 24th July.

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Yokohama Maru ... Monday, 1st July.

Mishima Maru ... Monday, 29th July.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Kashima Maru ... Saturday, 29th June.

Hakone Maru ... Saturday, 13th July.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 24th July.

BOMBAY via Singapore, Panang & Colombo.

Awa Maru ... Thursday, 11th July.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Anjo Maru ... Tuesday, 9th July.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kamakura Maru ... Tuesday, 9th July.

NEW-YORK, BOSTON, HAVANA via Panama.

Tatsuno Maru (Omits Havana) ... Thursday, 4th July.

LIVERPOOL via Port Said, Constantinople,

Genoa & Marseilles.

Durban Maru ... Saturday, 20th July.

CALCUTTA via Singapore, Penang & Rangoon.

Yamagata Maru ... Saturday, 29th June

Gonos Maru ... Monday, 8th July.

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Tamba Maru (Kobe Direct) ... Monday, 1st July.

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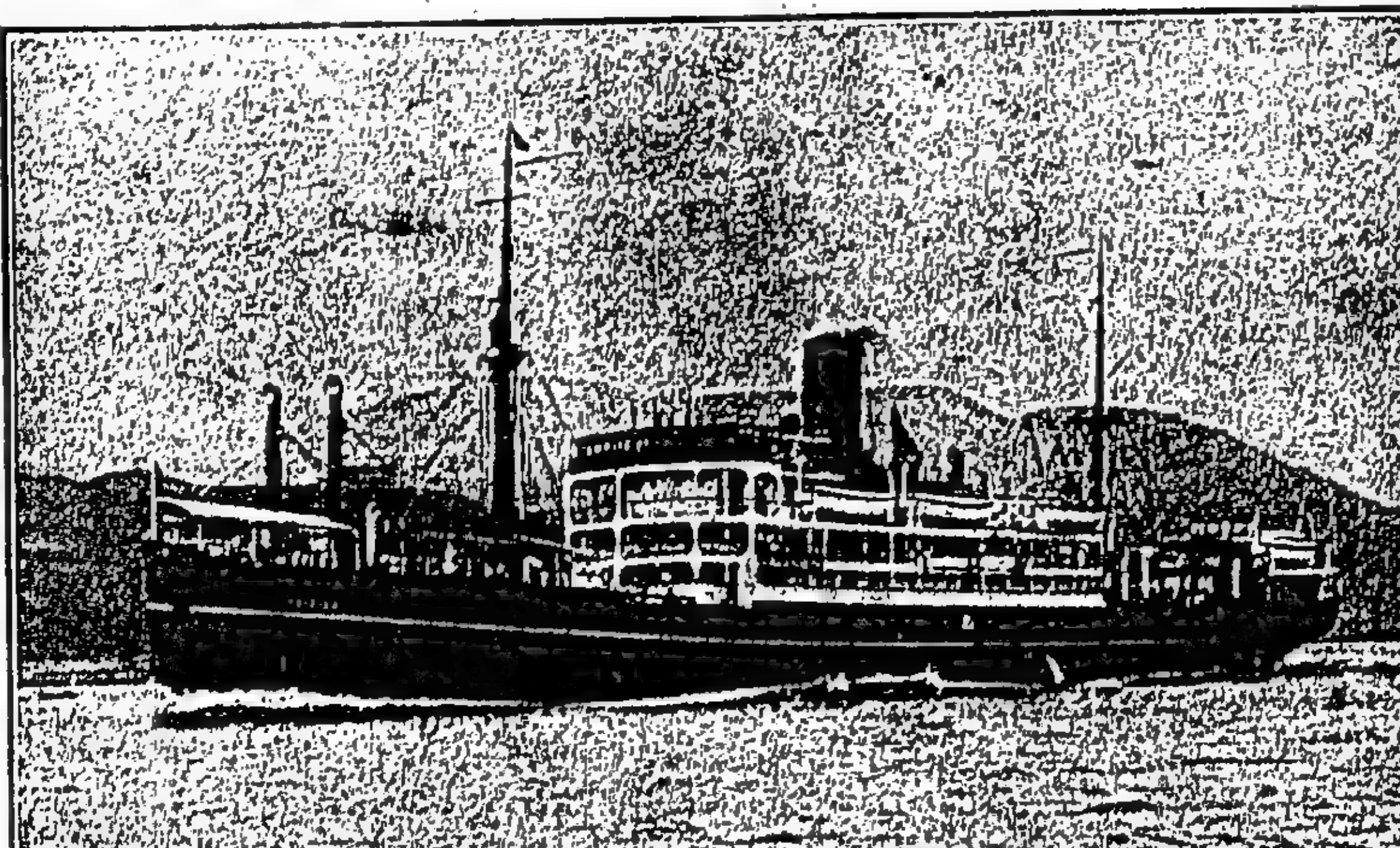
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GERMANY AND THE YOUNG PLAN.

IMMEDIATE RHINELAND
FREEDOM DEMANDED.

DR. SCHACHT'S SPEECH.

Munich, June 28.
Dr. Schacht, who was the principal German delegate at the Paris conference of the committee of experts on reparations, made a lengthy statement to-day dealing with the results of that gathering. He expressed the opinion that the Report of the Experts was "not pleasant for Germany," but at the same time, he pointed out that the German Experts considered that the Owen Young Plan was an improvement on the Dawes Scheme. "Mr. Owen Young saved the situation," said Dr. Schacht, whose speech was punctuated by cheers, especially when he expressed the belief that the Reichstag would not adopt the Young Plan unless there were immediate evacuation of the Rhineland. Dr. Schacht said that there must also be a satisfactory solution of the Saar problem. German sovereignty over German territory must be restored before they could accept the new reparations commitments.—*Reuter.*

A NEW FORM OF SEDITION.

ALLEGED DISCRIMINATION IN
WATER SUPPLIES.

What was described by the police as a new departure from the usual form of seditious literature was found, it is alleged, in the possession of a Chinese in the course of a raid by C.I.D. officers on a house in Shing Wo Road, yesterday.

Detective Sergeant Whant, in charging the man with the possession of seditious literature, at the Central Police Court this morning, informed the Magistrate (Mr. E. W. Hamilton) that the papers had to do with the present water shortage.

A translation of the documents, which was put in as evidence, showed that, in a most seditious way, discrimination in the matter of water supplies was being alleged against the authorities. The accused, who appeared to be of the coolie class, was formally remanded for a week.

NEW STEAM TUG FOR K.M.A.

RECENTLY COMPLETED AT
THE KOWLOON DOCKS.

The trials have just been carried out of the steam tug Fu Ping, which the Hongkong and Whampoa Dock Co., Ltd., has completed to the order of the Kailan Mining Administration, Tientsin.

The Fu Ping has been built for service in Chinwangtao. Her dimensions are:—Length B. P., 110 ft.; breadth mid., 25 ft.; depth mid., 11 ft.

She is a sea-going tug built to Lloyd's 100 A1 requirements for towing services and is specially strengthened for navigation in ice. She is fitted with a triple expansion surface condensing engine developing 730 H.P. and attained a mean speed of 11.65 knots on trial.

FAST FLIGHT IN AMERICA.

NEW YORK TO LOS ANGELES.

Los Angeles, June 28.
Captain Frank Hawkes flew here from New York in 19 hours 12 minutes, which is over five hours faster than the previous record.

Later.
Captain Hawkes' corrected time is 19 hours, 10 minutes, 28 seconds. He started on the return journey after a brief delay for repairs.—*Reuter's American Service.*

Mrs. C. B. Brown, Mr. P. O. Anderson and Mr. E. H. Barton arrived in the Colony yesterday on the Kashiwa Maru.

The film "Round the world with Gestner" could not be shown in the Blue Room of Messrs. Lane Crawford's restaurant yesterday owing to a Police objection regarding the premises.

It is advertised that on Monday, July 1, all departments of Messrs. A. S. Watson & Co., Ltd., will be closed at 1 p.m. The Hongkong Dispensary will be opened for the purpose of dispensing prescriptions from 6 p.m. to 7.30 p.m.

FRANCO-AMERICAN WAR DEBTS.

FRENCH REALISE FUTILITY
OF SEEKING RELIEF.

IN A CLEFT STICK.

Paris, June 28.
M. Poincare has transmitted to the Foreign Minister, M. Briand, the motion adopted by the Chamber yesterday, namely, an instruction to the Government to seek a postponement of the payment to the United States on account of war stocks in order to give the Chamber time to examine the London and Washington debt agreements.

The Government, however, is without the slightest illusion as to its chance of success, and recognises that the French Parliament will still have to ratify the Mellon-Berenger Agreement before August 1st in order to avoid paying for the war stocks which France took over from America at the conclusion of hostilities.

The position has been made quite clear by Mr. Mellon, who yesterday issued a statement that France must pay \$400,000,000 to the United States on August 1st, or ratify the agreement.

If the agreement is ratified the war stocks debt will be absorbed in the agreement and immediate payment will no longer be necessary.—*Reuter.*

JAPAN'S PEACE PACT CONTROVERSY.

STATEMENT BY BARON
TANAKA.

Tokyo, June 28.
Stating the belief that the "Pact will prove the cornerstone to world peace" and offering "sincere respects to M. Briand and Mr. F. D. Kellogg for the worthy efforts that have been crowned with success, destined to mark an epoch in the annals of world peace movements," Baron Tanaka, the Premier, in the capacity of Foreign Minister, has issued a statement announcing that the Emperor ratified the Kellogg Pact yesterday, afterwards reviewing the circumstances under which Japan supported the Pact, and how they interpreted the much-discussed phrase, "in the names of their respective peoples" so as to ensure that there should be no conflict with the terms of the national constitution.

Accompanying the statement is a copy of memoranda exchanged between Japan and America on July 16th, 1928, regarding the interpretation of the phrase.—*Reuter.*

After attending a luncheon given by the America-Japan Society, he attended a tennis match in which the former Davis Cup players, Kumagae and Fukuda participated, while the spectators included Prince and Princess Chichibu, Sir John Tilley, Mr. Neville, the American Charge D'Affairs.

It is understood that his visit to Tokyo has no political significance. He leaves Kobe for Manila on the President Taft.—*Reuter.*

SHANGHAI VIEWS FOR WASHINGTON.

MR. FESSENDEN TO INTER-
VIEW COL. STIMSON?

Shanghai, June 28.
Mr. Stirling Fessenden, the Director-General of the Shanghai Municipal Council, is sailing for the United States on the Empress

DON'T WASTE IT.

"We never know the worth
of water till the well is dry."

of Russia, intending a protracted visit to Washington after visiting his home in the State of Maine.

While official statements are lacking and Mr. Fessenden is silent, it is generally accepted that while in Washington, Mr. Fessenden will take up with the State Department the extrajudicial of the Provisional Court, and various outstanding issues.

Mr. Fessenden will present the point of view of the foreign residents of Shanghai.

Until he entered the service of the Shanghai Municipal Council, Mr. Stirling Fessenden had long been the Dean of the American legal fraternity in China.—*Our Own Correspondent.*

WARSHIP IN PORT.

The following is the disposition of warships now in port:

Basin—H.M.S. Tamar and Submarines L15 and L19.

North Arm—H.M.S. Bridge-water.

In Dock—H.M.S. Thracian and H.M.S. Seely.

No. 8 Buoy—H.M.S. Castor.

Foreign—French gunboats Alerte and Argus.

BATON CHARGE ON STUDENTS.

GERMAN "DAY OF NATIONAL
MOURNING."

MANY DISTURBANCES.

Berlin, June 28.
The day of national mourning, called by the German Government to-day, the tenth anniversary of the signature of the Versailles Treaty, was marked by a number of demonstrations, one in the Reichstag by "patriotic" organisations, and another in the Grunewald Stadium by the Nationalists and the Protestant Churches.

In the Grunewald Stadium the demonstrators carried Church flags trimmed with crepe. Mourning services were held in all the churches, while some of the buildings flew the old Imperial flag at half-mast.

The newspapers this morning published long articles on the Versailles Treaty.

Students came into collision with the police on a number of occasions, owing to the prohibition by the authorities of meetings of protest in connexion with the Versailles Treaty anniversary.

Students first assembled in front of the University, being dispersed by the police, and later they gathered outside the Ministry of Education. Eventually the police were obliged to charge them with batons in order to drive them off.

There were disturbances outside the residence of President Hindenburg and a number of arrests were made.—*Reuter.*

MR. DWIGHT DAVIS.

BEING ENTERTAINED IN
SHANGHAI.

Shanghai, June 28.
The American community is preparing to entertain Mr. Dwight Davis, the new Governor-General of the Philippines, at banquet on Tuesday.

It will be held at the American Chamber of Commerce.—*Our Own Correspondent.*

An Audience with the Emperor.

Tokyo, June 28.

Mr. Dwight Davis, en route to the Philippines, arrived at Yokohama this morning and immediately proceeded to Tokyo where he had an audience with the Emperor.

After attending a luncheon given by the America-Japan Society, he attended a tennis match in which the former Davis Cup players, Kumagae and Fukuda participated, while the spectators included Prince and Princess Chichibu, Sir John Tilley, Mr. Neville, the American Charge D'Affairs.

It is understood that his visit to Tokyo has no political significance. He leaves Kobe for Manila on the President Taft.—*Reuter.*

COOLIE'S CYCLING MISHAP.

FOUND UNCONSCIOUS DOWN
EMBANKMENT.

A police report issued this morning, gives particulars of a mishap which occurred to a coolie, employed at the Repulse Bay Hotel, on Thursday evening.

The man was returning to town pedalling an ordinary push-bike, when, on the incline at Deep Water Bay, he lost control of his machine, and fell down a steep embankment.

He received multiple injuries, and was unconscious when found by Sergeant Walsh two hours later. He was removed to the Government Civil Hospital.

PROBABLY SOME RAIN.

The Royal Observatory reports that the anticyclone remains to the east of Japan. The northern depression is moving into South Manchuria. The southern depression or typhoon is situated about 100 miles south of Naha, moving N.W. The forecast till noon to-morrow is:—South-west winds, fresh; cloudy; probably some rain.

Among the passengers due in Hongkong next week on the P. and O. s.s. Khyber are Lieut. W. G. D. Blakeley, Mr. H. H. Bush, Miss Begley, Mr. W. S. Bevan, L/A/C. Delbridge, L/A/C. East, Mr. and Mrs. H. G. Goddard, L/A/C. Harvey, Sub-It. A. D. Lenox Conyngham, L/A/C. Massoy, Pay-Cadet M. P. Martin, Mr. J. S. Pledge, Lt.-Comdr. T. A. Powell, Mr. and Mrs. Rabbit, Mr. S. E. Smith, L/A/C. Tower, Mr. H. D. White, Mr. E. Winlow, Miss A. Williams.

THE ROMANCE OF A HEART THIEF!



D.W.GRIFFITH'S
"Lady Pavement"

with
WILLIAM BOYD
JETTA GOUDAL
LUPE VELEZ

GEORGE FAWCETT
and
ALBERT CONTE



SPECIAL VOCAL EFFECTS
BY
MISS DORIS WOODS

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

Chasing "The Missing Link" in Africa!

A FAMOUS screen comedian in a rollicking
farce full of laughs and thrills in the jungle!



RIOT OF HILARITY
with all the thrills of an
African hunt!

CHAPLIN
"The Missing Link"
A WARNER BROS. PRODUCTION

Directed by Charles F. Reisner, who produced
"Charley's Aunt" and "The Man on the Box."

THE COMEDY of a timid post who finds himself
compelled to pose as a big game hunter in search
of the fabulous "Missing Link" with results both
absurdly funny and extremely exciting.

AT THE
WORLD FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20.

Great Human Drama!

Count Leo Tolstoy's famous romance brought
to the screen in a wealth of colour!

RESURRECTION

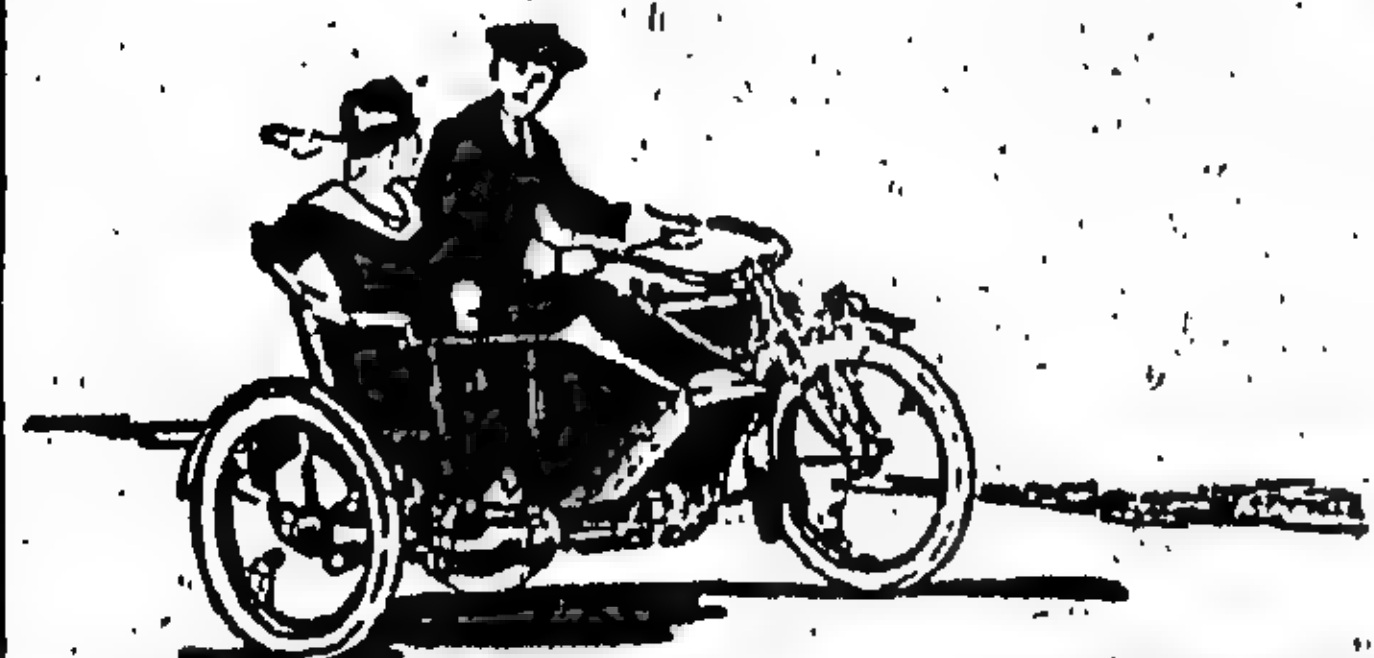
with
DOLORES DEL RIO

and
ROD LA ROCQUE

Russa of the Czars—
splendour—luxury—
and beyond
the threat of Siberia!
A romance that will
capture your heart.

AT THE
STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20.

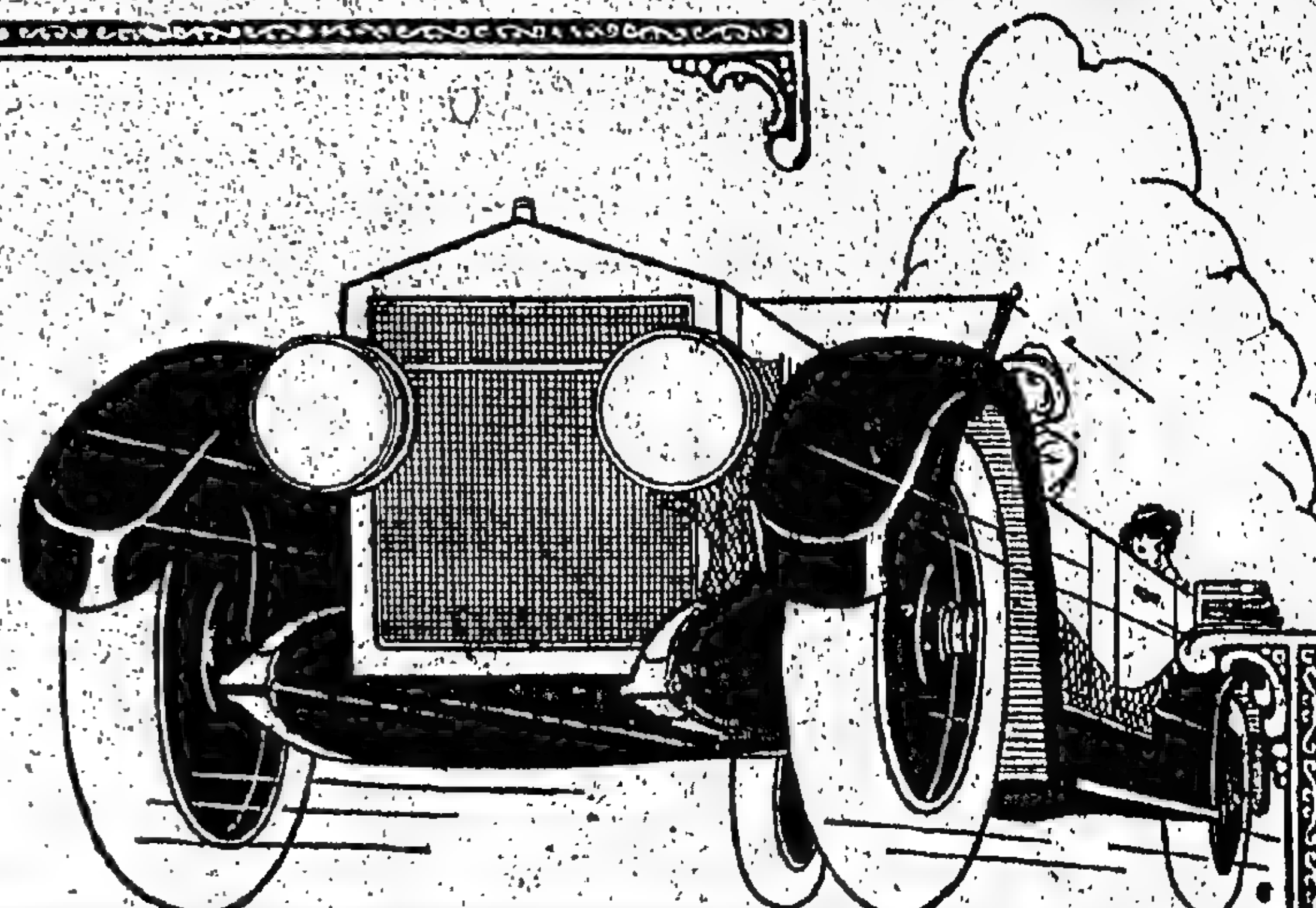
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, 29th JUNE, 1929.

Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



Spare Parts

OF EVERY
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INCLUDING—

Valves
Pistons
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Radiator Hoses
Roller Bearings
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YOU NEED FOR YOUR
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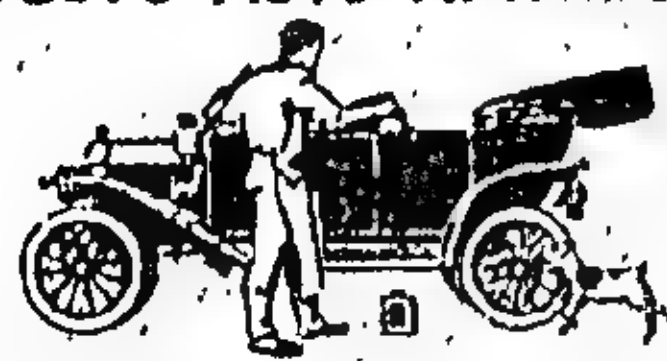
ACCESSORIES

A Big display of "Oxidite" and "Lucas" storage batteries suitable for all motor cars and radio. Also accessories of all kinds for motorcycles and cycles such as:

Electric horns. Hand jacks
Bumpers. Foot pumps
Spark plugs. Wrenches
Tyre patches. Lamp bulbs
Brake lining. Body polish

&c., &c., &c., &c.
All at exceptionally low prices. Call
and inspect THE HONGKONG
MOTOR ACCESSORY CO., Bank of
Canton Building. Tel. C. 577.

PRATT & LAMBERT
EFFECTO AUTO FINISHES



ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. B. MOSES & CO., LTD.,
Sole Agents.



CURRENT COMMENT

Emergency Services.

It is safe to say that there are very few cities in the world where motor ambulances are not given the right of the road over every other form of traffic, excepting, of course, fire fighting appliances. And yet, here in Hongkong, it is a common sight to see an ambulance at a standstill while passengers are either boarding or alighting from tram-cars! It makes no difference whether the ambulance is attending a call, or returning to the station from one, because it may happen that a serious accident calls for first-aid and transportation of the injured at a moment when all vehicles are away from the station, and it is therefore absolutely essential that no time be lost in returning to the effective base. We have referred to this matter before, but no steps appear to have been taken. In the interest of the efficiency of the service, it must be clearly indicated that ambulances shall not be impeded whilst away from their respective depots, and furthermore, the traffic police should receive the most definite instructions to stop all traffic in order to give right of way to both the first-aid and fire-fighting services.

Rickshaws.

An item of news from Rangoon makes it clear that the Authorities of Burma's Capital have decided to abolish rickshaws from the streets. Although a few years' grace will be given, it has been definitely stated that with the great increase in motor traffic, especially bus services, there is no longer any excuse to retain what is a most out of date method of passenger transportation. The same decision will doubtless be made in Hongkong one of these days, although some people will regret the removal of the somewhat picturesque ricksha and its puller. Sentiment must not stand in the way of progress, and it must be freely admitted, especially by motorists, that the ricksha is a distinct source of danger.

A Gradual Process.

We believe that the Traffic Department has been dealing with the ricksha problem for some time, and that the number is being gradually reduced. This is without doubt the most sympathetic manner of modernising our streets, especially if the first to lose their licences are coolies guilty of

various offences against traffic regulations. It is practically certain that in another generation, the ricksha will be a thing of the past, as far as our main thoroughfares are concerned.

Marine Motoring.

The launch of the new ferry for the Cheung Chau service marks another step in the progress of motor engines for marine work. The engines in this particular case are of the Gardner heavy oil type, which have given great satisfaction to various other local firms who have adopted them for similar work.

Albania For The Tourist.

The Automobile Association is specially authorised by the Albanian Government to issue trip-tickets for the admission of tourists' motorcars into Albania. This concession gives access to the most romantic territory in Europe, where curious customs, delightful costumes and a mediæval civilisation are to be found, set in beautiful scenery, on the shores of the Adriatic.

The A.A. has made a special tour of inspection of Albania, as well as of the rest of the Balkans, and is in a position to supply an excellent service of information to those who desire to extend their motoring beyond the customary limits.

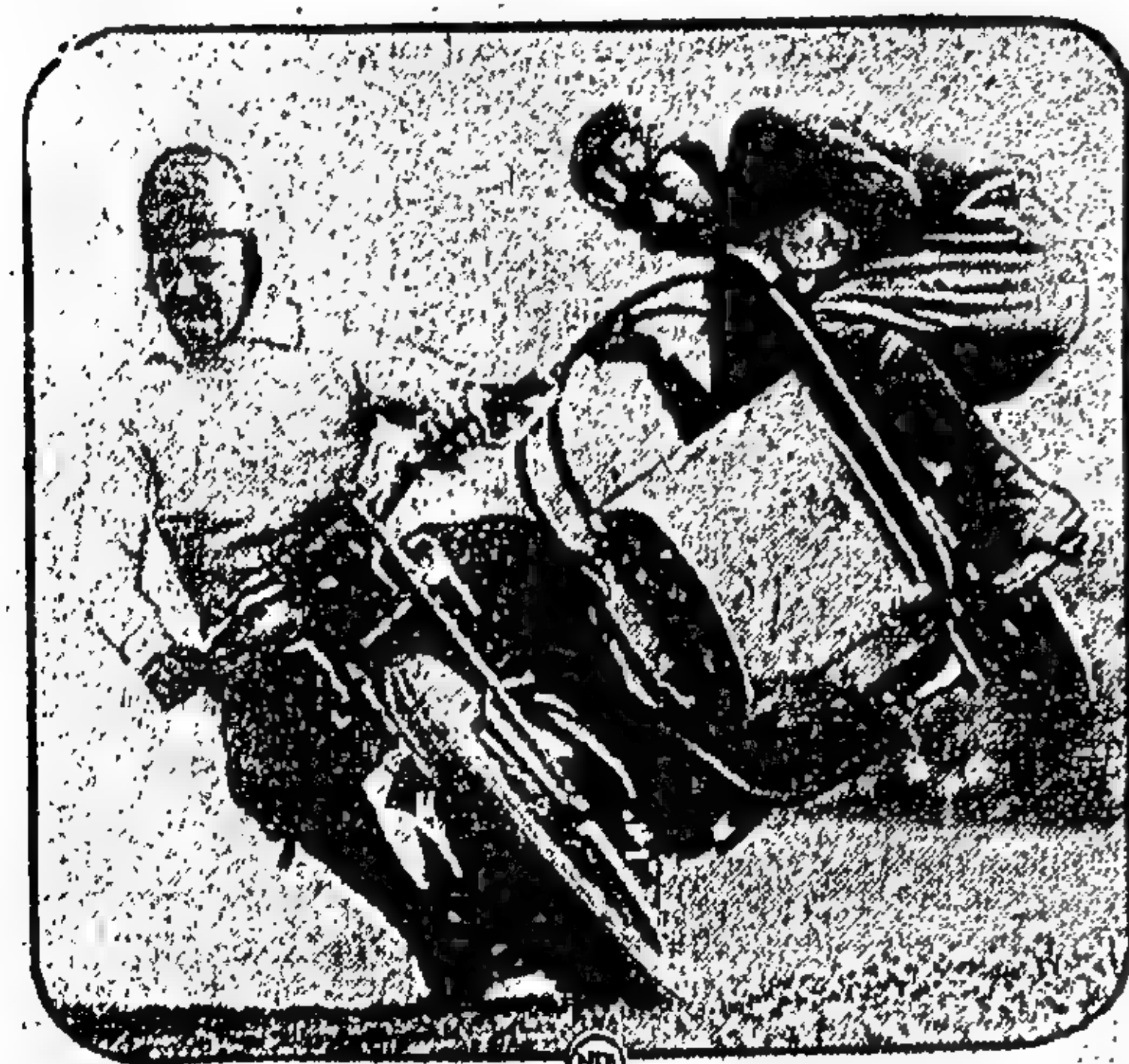
An Enlightened Coroner.

At a recent inquest at Fulham, the Coroner, Mr. H. R. Oswald, made some sage remarks concerning the relationship between the pedestrian and the motor car. He said: "The driver of a motor car has a duty to the public, but the pedestrian has also a duty to take proper care." He went on to say, that there are more than a thousand people killed in street accidents in London in a year, "and my experience has been that in the majority of cases the folly lies with the pedestrian."

Round the World.

Miss Gladys de Havilland, who is making a world tour with an Austin Seven, recently received a right royal welcome at New Zealand. The townsfolk turned out in great numbers to inspect the redoubtable little Seven that was engaged in such an ambitious undertaking.

NOBODY HURT IN THE RUSH.



The above picture shows a tense moment in a recent motor cycle race in England when S. Lewis (left) and G. Topp took a corner at full speed on their A.J.S. combination.

SIX WHEELERS.

Big Success Predicted.
THORNYCROFT TYPES.

In concentrating on the manufacture of the smaller type of rigid six-wheeled chassis and supplying a considerable number of these for overseas service, Messrs. John I. Thornycroft & Co., Limited, have secured much valuable experience and data which has guided them in the manufacture of the larger types of six-wheeled chassis, upon which they are now busily engaged.

The first development after their famous type "A.3" chassis was the Thornycroft type "X.B." rigid six-wheeled freight chassis for larger loads of 8½ tons.

These also have given excellent service, particularly in South Africa, and meanwhile the Basingstoke Works have been focussing on the production of a rigid six-wheeled chassis specially designed for passenger service.

The first of this new model, known as type "R.C." was supplied to the order of the Liverpool Corporation Tramways, who have since given it a very thorough trial, extending over three months, during which time over 7,000 miles have been recorded over their omnibus routes. The vehicle was handled by different drivers, and worked to schedule over all routes both fast and slow. So satisfactory has the trial proved that the Liverpool Corporation have now placed a repeat order for 9 similar chassis.

The essential difference in the Thornycroft six-wheeler is their patented rear axle suspension which allows full movement of both rear driving axles without any distortion of the springs.

We predict as big a success for the larger types of Thornycroft passenger six-wheelers as the Company's smaller types have now scored wherever they have been put into service.

ANTI-KNOCK GASES.

Help Test to Find Carbon.

It is easier to find out if the engine is filled with carbon than to test for spark timing accuracy, and for that reason the anti-knock gases are quite useful as spark testers.

If a knock disappears when anti-knock gas is used either the engine is filled with carbon or the spark is timed too far advanced for ordinary gas. To be sure which is which, the owner should remove the spark plugs and, through the openings, feel the valve heads and piston tops for evidences of an accumulation of carbon. If the engine seems to be reasonably clean the knocking was due to the spark.

An engine that is timed so far advanced as to knock with ordinary gas, especially when the cylinders are reasonably clean, is in danger of excess wear on the piston pins and connecting rod bearings. There is a tendency toward this damage even if anti-knock gas silences the noise.

The Carburettor.
The carburettor will collect water in spite of a filter. This is conducive to hard starting and can be readily cured by cleaning the carburettor occasionally.

HINTS FOR HILLS.

When to Shift Gear.

In the interest of safety, the Automobile Club of California has issued the following advice to motorists travelling in hilly country:

"Shift gears at bottom of hill before starting up; use second or first going downhill and let compression hold you back; in parking the car upgrade engage low gear and on downgrade reverse gear; don't coast down hill in neutral; never pass cars on turns and when rounding turns sound your horn."

MARINE MOTORING.

Local Facilities.

Very little interest has yet been taken locally in outboard motor boating, but there is no doubt that this form of sport, which is everywhere increasing in popularity, will, sooner or later find its adherents in Hongkong.

Great improvements in design and construction are taking place almost daily, and every British motorcycle manufacturer is now producing Outboard Motors. The sport has undoubtedly come to stay and cannot be regarded as a passing craze. Only those who have realized the thrills of speed on the water can appreciate the enthusiasm which outboard motorists display.

Hongkong is not an ideal place for the sport of racing. Unfortunately the harbour is seldom calm enough for speeds much in excess for 10 or 15 miles per hour. The ordinary type of racing hull which is of extremely light construction and practically skims the surface of the water at speeds will not face a head wind and sea without thoroughly wetting its occupants, but in the quiet secluded bays surrounding the Island or mainland where calm water is generally to be found there should be plenty of opportunities for speeding.

But quite apart from the excitement of racing, Outboard Motors may be used for utility purposes. Attached to the sailing dinghy or yacht they inspire that happy "get you home" feeling when the breeze falls, or give the opportunity of leaving the crowded bathing beach to find cooler water further away that you may be able to swim.

Outboard Motor boating is an inexpensive form of sport. The initial outlay does not exceed that of a medium priced motorcycle, and upkeep expenses are practically negligible. The cost of an

eight horse power motor such as the well known "JOHNSON" is only \$370.00 and a suitable hull of 14 feet length, built to meet local and individual requirements can be purchased for \$200.00 or thereabouts. Several very satisfactory outboard hulls have already been constructed at A. King's Slipway Causeway Bay.

The Johnson range of engines comprises powers from 1½ h.p. to 32 h.p. and weights of 27 lbs. to 110 lbs., special features of these motors being the Underwriter Exhaust System and the Release Charger which ensures easy, positive starting in all weathers, and under all conditions. The day of the hard starting noisy outboard motor is a thing of the past. The excess noise of exhaust and difficult starting which have so often marred the pleasure of outboard motoring in the past have been definitely eliminated in these new Johnson Motors. The Release Charger, which is considered by motorboat authorities as the most notable development in outboard motoring history makes starting a certainty with the first pull of the rope.

The loud staccato exhaust and the unpleasant clouds of exhaust smoke which have so long been associated with Outboard Motors have also disappeared. The new Johnson Underwater Exhaust has so completely muffled the noise and fumes by drawing them out under water that although the engine be driven at full speed the occupants of the boat are able to converse with each other in a perfectly normal manner. There is no longer any need to shout or use a speaking trumpet.

We shall probably see quite a number of outboard motor boats in use this season.

Enjoy the Summer ON A — HARLEY DAVIDSON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

ONLY A FEW LEFT!

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK.

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SAFETY
SILENCE
ECONOMY
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Buy At Less

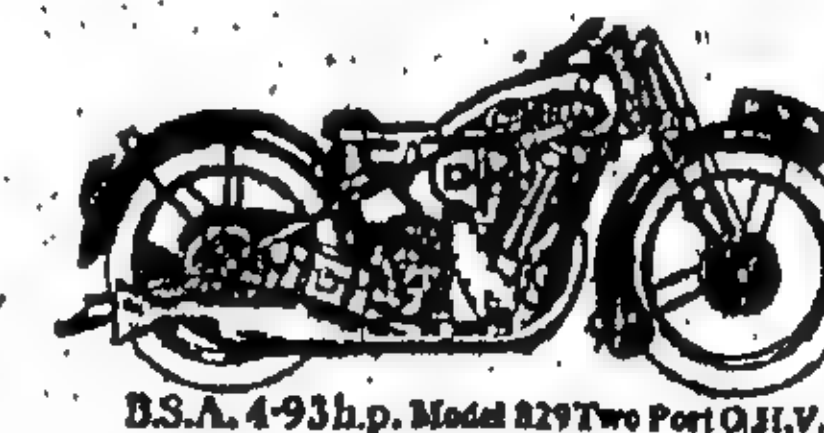
While Our

"Sale" Is

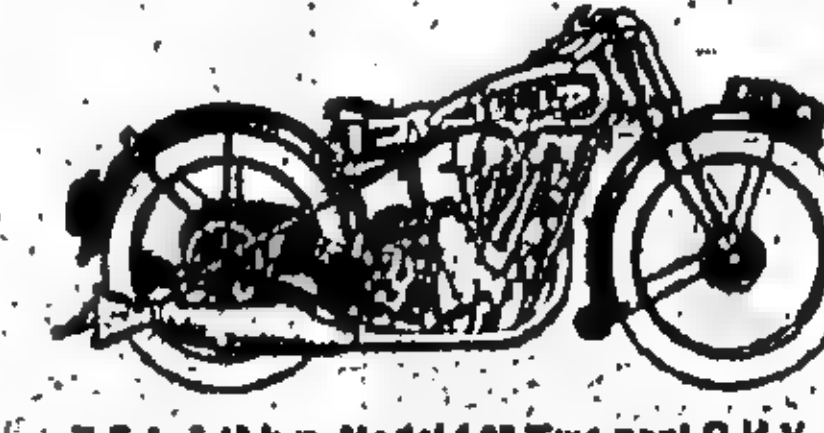
Going On.



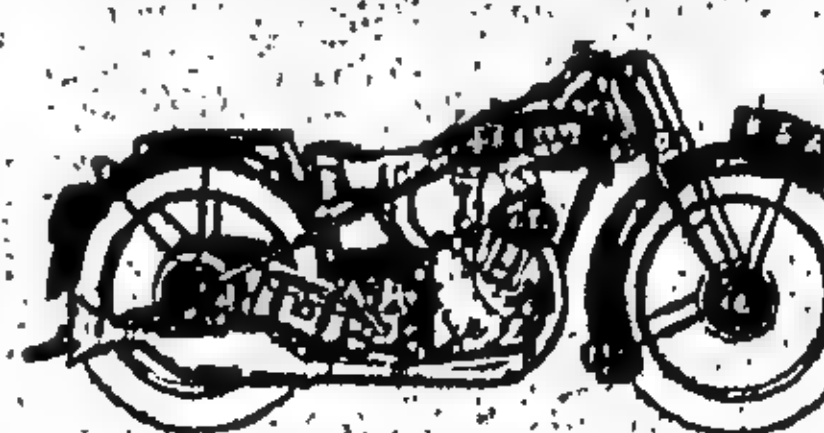
B.S.A. 405 h.p. model 821 light transport cycle.



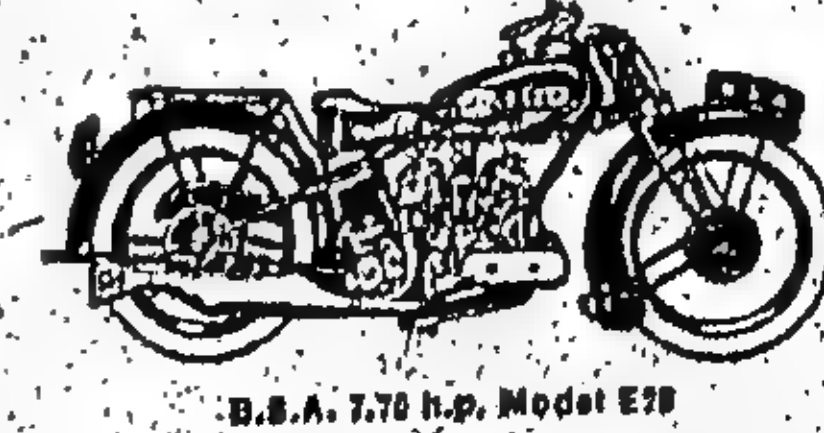
B.S.A. 495 h.p. model 829 two port cycle.



B.S.A. 340 h.p. model 158 two port cycle.



B.S.A. 557 h.p. model 118 de Luxe cycle.



B.S.A. 170 h.p. model 170 cycle.

SINCERE'S

SOLE AGENTS

Get behind the wheel
and Get the facts!

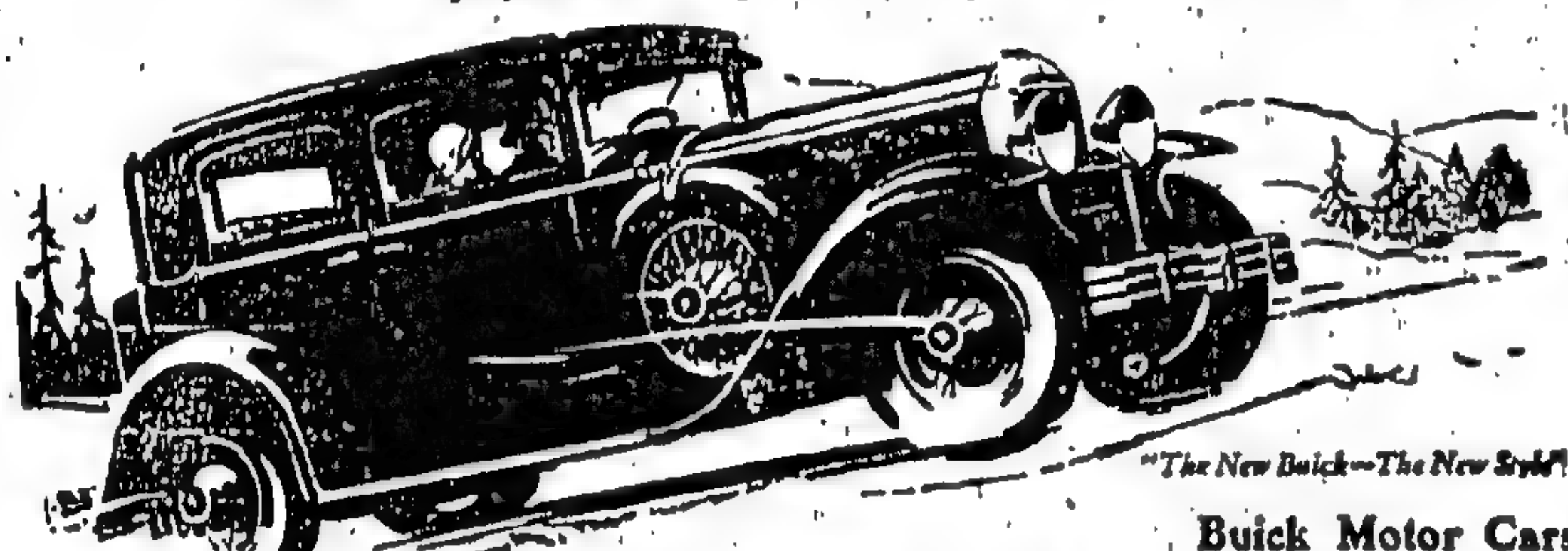
Buy your car on a business basis--- check power, getaway, swift- ness, hill-climbing--in actual tests---that's all that's needed to prove Buick Superiority!

A kind and degree of performance so new--so indescribably superior--induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

Buick Motor Company, Flint, Michigan, Division of General Motors Corporation.



Buick

THE DRAGON MOTOR CAR CO., LTD.

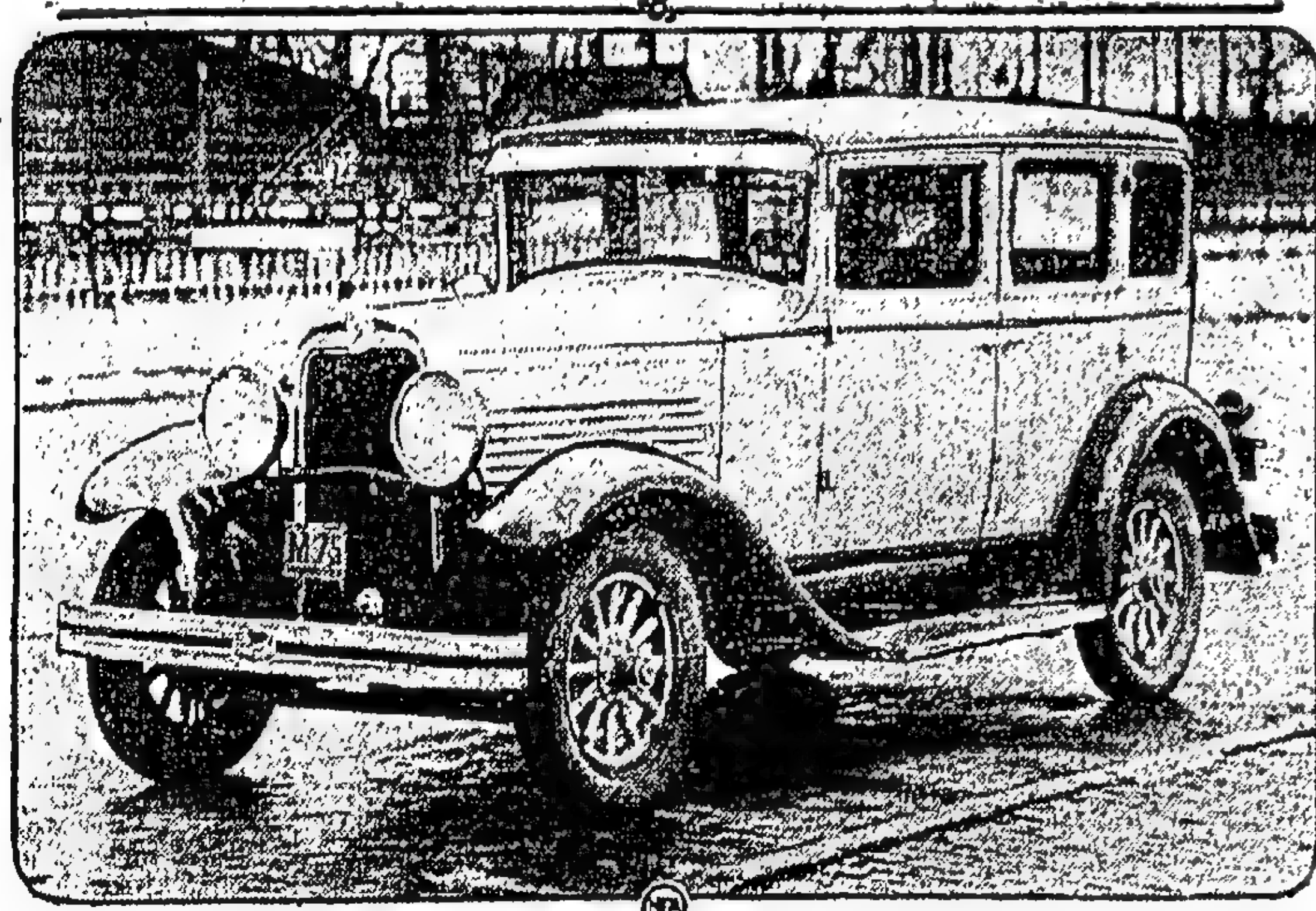
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.
WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

MOTOR ENDURANCE RECORD

The following cable was received by us on Monday last:—

"ABSOLUTELY STANDARD ROOSEVELT TO-DAY BREAKS ALL AVIATION AUTOMOBILE NON-STOP ENDURANCE RECORDS, HAVING RUN TWO HUNDRED FORTY EIGHT HOURS CONTINUOUSLY, REFUELLING REOILING WHILE MOVING. TEST UNDER AMERICAN AUTOMOBILE ASSOCIATION SUPERVISION."

THIS IS THE WONDER CAR!



See Special Article on Page 4

COMING SOON

the
Roosevelt

SOLE DISTRIBUTORS
FOR HONGKONG
AND SOUTH CHINA.

S. L. KWOK
& Co.

Bank of Canton
Building.

CAR SAFETY.

Stressed by Auto
Engineers.

THE PACKARD "8."

The motor car, no longer in the experimental stage, has become an economic necessity in the national life wherever highways are found. Recent statistics show that more people are carried by automobiles than by trains. With this remarkable fact in mind automotive engineers should give their first attention to safety. Just as the modern ocean liner is infinitely safer than the old schooner, the modern motor car should far surpass its predecessors in safety, and the manufacturer of automobiles should equip his car with every practical device to insure the safety and comfort of its owners.

Safety is more important than mileage, than speed, than comfort. But with each advance in safety, these other qualities are improved. A notable example of the great progress made in safety and comfort is the Packard Straight Eight, where proper braking surface with the correct tension of brake rods and all adjustable parts means a quick stop without jar. The balancing of the car, the suspension and location of parts, and the distribution of weight coupled with the proper placing of the centre of gravity, have much to do with reducing accidents to the minimum. If the centre of gravity is placed too high there is danger on the sharp curves. When the weight is not properly dispersed overbalancing takes place and skidding, the dread of every careful motorist, results.

Balloon Tyres Aid.

Balloon tyres were a marked step forward in reducing road shocks by absorbing the minor bumps. Still the greater problem of heavy shocks on rough roads remained much the same and a sharp blow on the steering mechanism meant a menace not only to comfort but to safety, and frequently to the life of the motorist. Packard has fully met and solved his problem with built-in shock absorbers and a new type of spring shackle. The sudden steering thrust is dampened and the lateral motion taken up by these elastic spring shackles which are mounted on the frame and linked to an upper bracket. No other device has so surely smoothed the steering of automobiles.

The shock absorbers are built into the frame and are hydraulic and double-acting. They are operated by oil of fixed viscosity and eliminate both the upward and rebound shocks, reducing the deflection of the spring and the consequent strain, to a minimum.

A more even grip on the road is assured with these two comfort and safety devices, of strictly Packard design. Not only is smoother going possible, but far greater safety is attained at all speeds through highly increased ability to keep to the road.

As in the Packard, the clutch should take hold easily without the sudden jump so dangerous on crowded streets. Its action should be light, the system of leverage permitting its operation by a gentle pressure of the foot and engaging with tremendous pressure when pulling.

Parts Should Fit.

All parts should have a snugness and tightness of fit down to the thousandth part of an inch, insuring smooth operation and eliminating vibration and noise. Many an accident has been caused by some noise due to worn or misfit parts taking the driver's attention from the road.

An engine whose quiet, even, running responds instantly to the slightest wish of the driver means a quick pick-up and get-away, when needed. Often a short burst of speed will save a broken wheel or a flattened fender.

Reliability brings confidence. With confidence comes a sense of not only personal safety but security for others. Confidence means a release from anxiety and the tension of nervous strain. It means more quiet and care-free operation and an ease of mind that is one of the greatest joys of motoring.

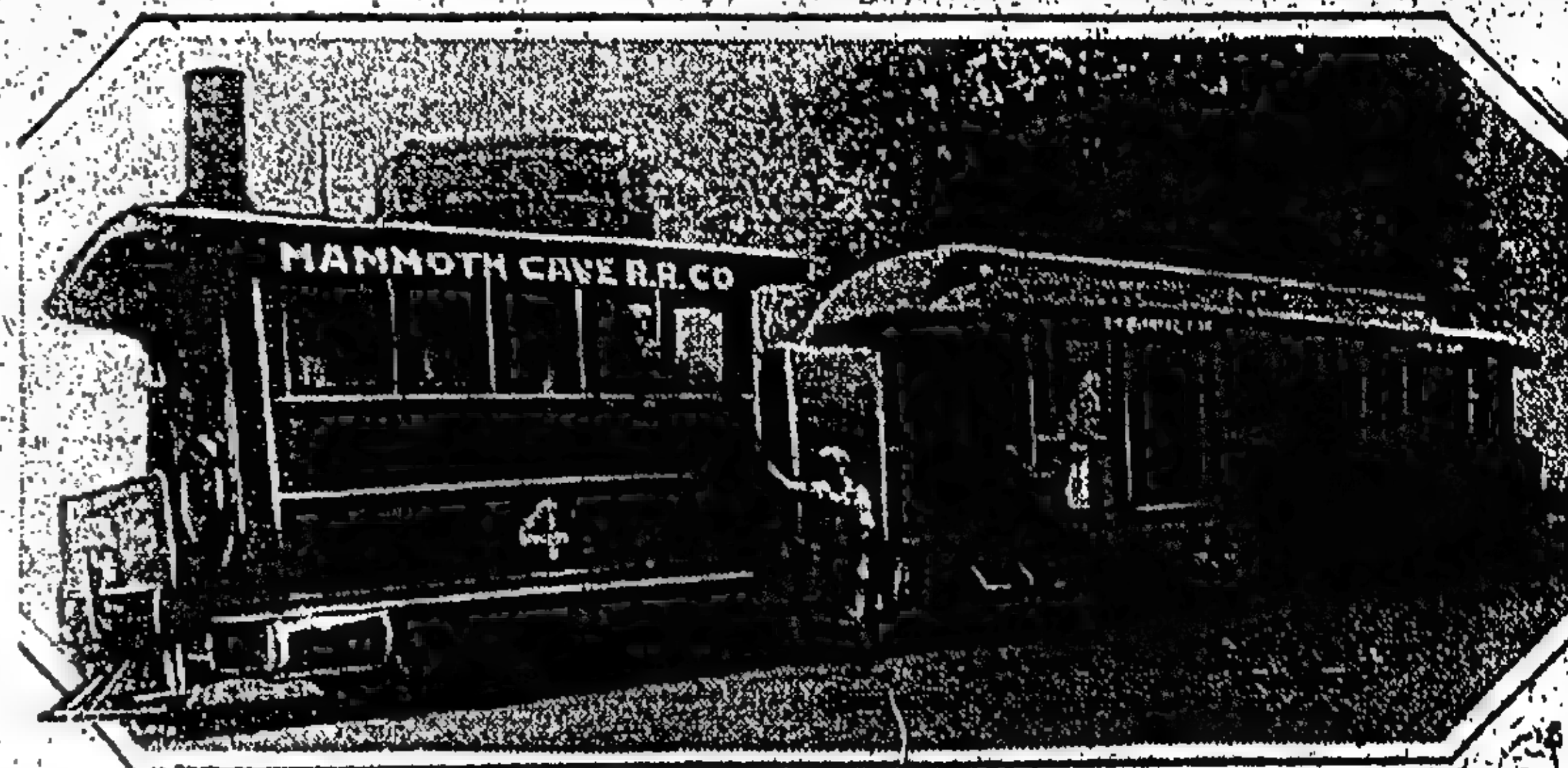
All of these things make for safety, but in addition to this they preserve correct alignment and snug adjustment which means years of extra service. They mean more tyre mileage. They mean fuel economy. They mean smaller repair bills. They mean dependability. They mean greater used car value.

And based on the years of Packard's experience, these qualities when linked with beauty of design, graceful lines, simplicity of construction, mean longer lasting newness.

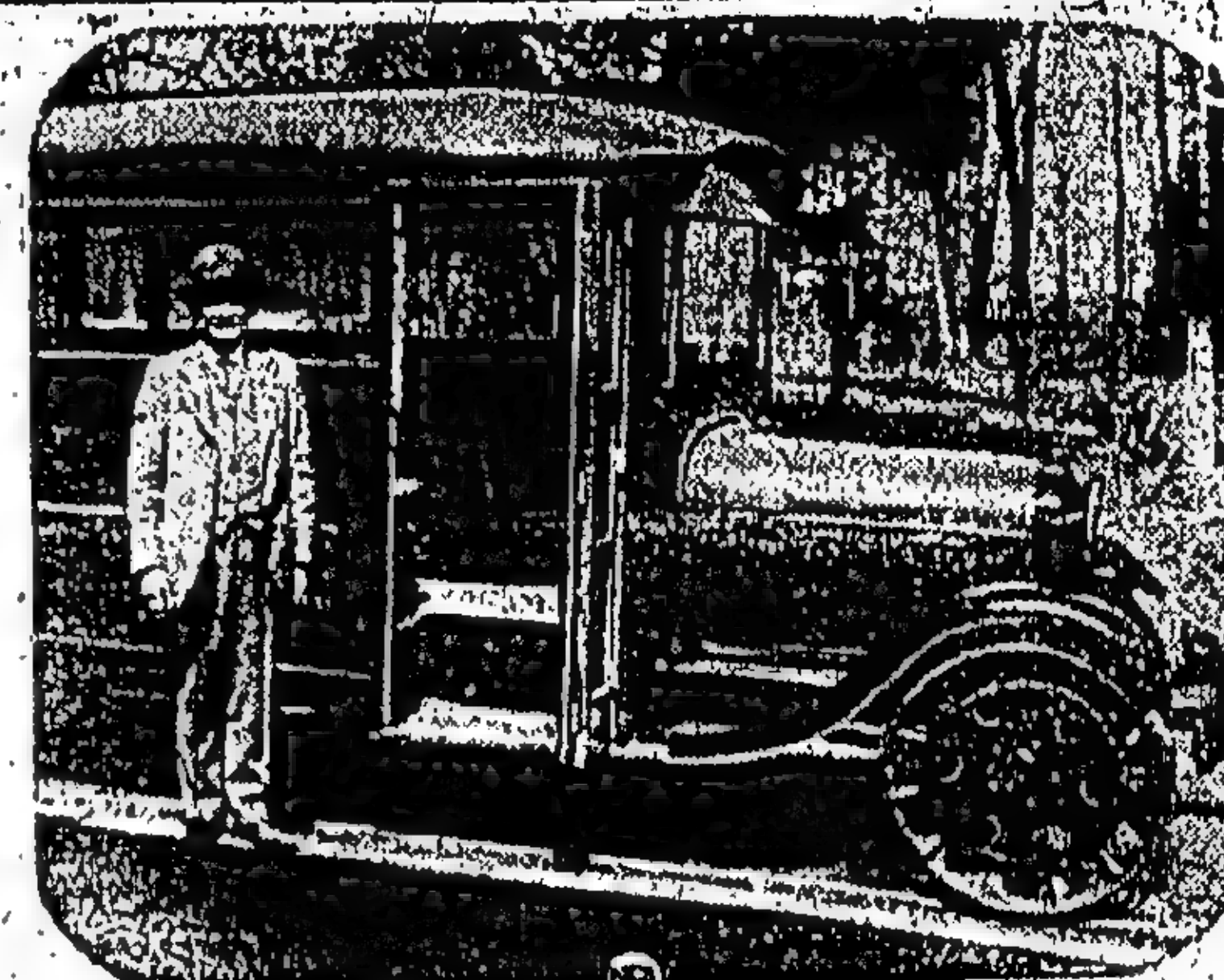
LONDON ACCIDENTS.

Of the accidents recorded in London in 12 months, 57 per cent. occurred while the involved cars were travelling at less than 10 m.p.h.

STEAM ENGINE GIVES WAY TO MOTOR.



A quaint steam railway which has been running near Louisville, U.S.A. since 1874, has at last been consigned to the scrap-heap. A motor vehicle takes the place of the old engine. The more modern method is proving more satisfactory both from economical and speed standpoint.



WHAT CAUSES ACCIDENTS?

Some Suggested Reasons.

St. Louis, May 30.—If a motorist becomes so entranced by the sight of a pretty girl on the sidewalk that he suddenly finds himself jammed headlong into another car or a lamppost, he has no right to drive an automobile, thinks L. D. Stephens, general manager of the Traffic Syndicate Bureau here and one of the foremost traffic authorities in America.

It is such diversion as this that induces what he terms "self-hypnotism"—a strange mental malady to which three per cent. of the country's traffic accidents may be ascribed. The only remedy for this disease, Stephens believes, is withdrawal of the driver's license—provided there is a driver's license law in the state.

Two Faults—Half Toll.

As a result of his studies, he finds there are eight fundamental causes for traffic accidents, one of which is "self-hypnotism." The other seven, and the remedies he proposes for them, are:

1. Absentmindedness. This, in drivers of all classes, causes 24 per cent. of all motor accidents. Remedy—use of signals directly in line of vision.

2. Ignorance. This includes those who have no knowledge of traffic conditions; made up for the most part of children, and causes 23 per cent. of all accidents. Remedy—education.

3. General obstructions, such as bad paving, narrow streets, ditches, bad corners. These cause 16 per cent. of accidents. Remedy—correct engineering.

4. Reckless driving. Causes 14 per cent. of the accidents. Remedy—heavy fines and penalties.

5. Physical handicaps, such as heart trouble, epilepsy, nervousness and similar failings. These bring 11 per cent. of all traffic accidents. Remedy—refuse license.

Should Qualify First.

6. Inexperience, including drivers with lack of driving sense.

SIMPLICITY!

Gears Shifted by
Electricity.

Paris, May 30.—Electricity is doing the gear shifting in some cars manufactured here. The Cotal gear box, recently developed and proven practical, is the little machine that's doing the shifting.

It is operated by a lever attached just below the steering wheel. At different positions this lever, by means of electro magnets in the gear box, shifts from first to second to high.

The only use of the clutch is made on starting the car in first gear. Thereafter the gears can be shifted without disengaging the clutch.

MILEAGE RECORDS.

Unique Motor Plan.

FOR TERRITORIALS.

Several remarkable mileages are disclosed by a unique organization especially formed in Great Britain to hire out to Territorial units the different types of motor vehicles required by them for training.

This year the fleet to be used by the British Territorial Force consists of 12 Jowett reconnaissance cars; 6 Clayton chain-track tractors used for hauling 600 pounders each of which, with its carriage, weighs over 7 tons; and 16 Karrier six-wheelers by which a battery complete with guns and personnel can be taken complete from the Territorial headquarters to their camping ground.

All the vehicles are fitted with Dunlop tyres, some of them the original tyres with which the venture began two years ago. Since then many of them, according to an investigator, have run 80,000 miles and the treads are hardly marked.

These results are even more interesting when it is considered that the rear equipment of the Karrier six-wheelers have been operated during part of the period with caterpillar chain tracks, not only across country but on hard road surfaces as well.

WEAK COILS.

When the coil is known to be weak and the car is equipped with spark plugs having more than one contact point, the motor will be inclined to miss. This condition can be overcome temporarily by bending all but one point away from the electrode and setting this one point at about .020 instead of the usual .025.

RIDE CONTENTEDLY ON MICHELINS

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MICHELIN

HUDSON-ESSEX PRODUCTION SYSTEM.

[By James Klein.]



As the completed chassis is hoisted up from the floor below, its body arrives ready to be bolted to it. This is one of the operations in the synchronized assembly of Hudson and Essex cars in Detroit.

One of the fundamental facts in the achievement of mass production in the automotive industry has been uniformity of product. There have been several models with varying colour combinations, to be sure, but these have been confined to a minimum and each style has been sent through manufacture in a group which would make its mass production possible.

This system is still being followed in nearly all automobile plants of the country. The exception is that of the Hudson-Exs plant where a radical departure from this system has been introduced.

Here automobiles are put through production as they are ordered, whatever the colour combination, whatever the style, in whatever order they may come. Yet the system of mass production which enables this manufacturer to complete 1900 automobiles in one day, and all in a single plant, isn't disturbed a whit.

Every 16 seconds a completed Hudson or an Essex rolls off one of the four assembly lines here, ready to be shipped or driven away. First may come a black Essex coupe with tan moulding and tan-striped wheels. Next may come a Hudson sedan, with green fenders and wheels, then an Essex with a right-hand drive for export, and next another Essex of entirely different style and colour.

All Lines Synchronized. Yet the system of assembly in this factory has been so planned that the entire process goes forward without a moment's waste. All of the 24 different points at which various parts of the cars are started on their way to completion are so co-ordinated and timed that there is no break in the entire system.

As a result of a mathematically precise system, therefore, any one

of 176 colour combinations in 225 different types of cars can be ordered and completed on three days' notice. Heretofore, only the cars could afford to fill an order for a special colour or type, and this could be done at extra expense and additional waiting on the part of the customer.

Now for the first time in automobile manufacture, the Hudson Motor Company makes this service available at no added expense or loss of time. A car of any type among the many offered by the company is not produced—as has been the case heretofore—until an order has been received for it. Thus there is no loss in producing models that might later prove poor sellers.

Paris Appeal on DoI. When the factory receives the order it is sent to the planning department where it is numbered as it comes in, no matter what type of car it may be, and where the next day it starts on its way to completion. Each of the 24 routes this car's parts take are started off so that when it comes to final assembly every part will reach the chassis designed for it at the exact time it is needed.

There is no waiting for an allotted part. There is no accumulation of parts that might have reached their destination too soon. At the exact moment when the chassis of a certain type car reaches the wheel assembly point, the wheels assembled especially for that job slide down their chutes and on to the four hubs.

At the time when the chassis reaches the front fender assembly point, there are the two front fenders ordered for that particular job arriving down the continuously moving elevator for attachment. And just when the chassis is ready for the body, it is hoisted up a floor to the point

where the body has just arrived for it.

Moment's Delay Costly.

The remarkable feature of this co-ordinated operation is that the body plant is five miles distant, while the starting point of another line may be only on the floor overhead. Yet all are so timed that their completed parts come together just at the right moment. Were there to be a moment's delay in any one line, it would throw the entire plant out of kilter. The system can't afford delay or mistake of any kind. So it has eliminated the human element in its assembly work to the utmost.

For example, every car, every operation, every part is numbered. All a workman has to do is match number to number. Each morning each department gets its orders for parts, numbered to correspond with the other parts of each automobile timed by the planning department that these distributed numbers will finally come together into one whole automobile.

A lacquer sprayer may be entirely colour blind, although he may have 25 "guns" at his right hand from which to spray various colours of lacquer on a fender or other part passing him. All he sees is a number on that part. He picks the "gun" with that number, sprays it with that colour and his job is done. There can be no mistake so long as he reads his numbers correctly.

Quick Stock Turnover.

That's how the various operations go through the entire plant. Everything moves at a set pace and all work is done on the go. This movement is timed so that a workman can complete each job in neither undue haste nor leisure. There is no confusion.

This system has enabled the Hudson-Exs company to keep very little stock on hand, for it extends back to the various companies that supply some of the parts for these cars. Freight cars are continually unloading parts that will be in production a day or so later, while other cars and bents are taking on completed automobiles for shipment.

So regular has been this movement that this factory has been able to make 20 complete turn overs of stock in a year, a remarkable record in any business. No other single plant in the country, it is said, turns out so many cars in a day or produces "so much automobile" to the square foot of plant space.

Yet everything goes along in an orderly, pre-arranged manner.

FAST DRIVING.

Not Good for Cars.

AFFECTS WEAR.

Since most of us like to drive faster than what is considered the healthiest point for the motor and in fact the car as a whole, we should not expect the economy and length of life from our cars that might be advertised for it or that other slower and more considerate drivers get out of it.

But there are other ways, too, in which we may drive a car speedily to its destruction. One of these, perhaps the most important, is our ways of driving in traffic.

In some of the larger cities of the country, traffic signals on the important boulevards are timed so that one can drive down its entire length at a normal speed without stopping once. The rate of speed varies from 15 miles an hour to 30.

If a motorist drives at the speed set by the signal system—and he can, quickly tell what that is—he will have no occasion to shift gears and his steady rate will mean the minimum of gasoline usage as well as the least possible strain on the moving parts of the car. This is the most economical method of driving through traffic.

Yet there are some drivers who are impatient. They must speed up to get ahead of the steady driver in front. So they stop and start again, they slow up and speed up, they apply the brakes and shift gears—all of which is costly not only to the motorist but to the car itself.

A car driven in low gear uses up more gasoline than one driven in intermediate. And one driven in second uses more fuel than one driven in high. The reason is that the lower the gear, the faster the motor, and the faster the motor, the more fuel is used up by it.

It is therefore advisable, if a driver has to shift gears, to go through first and second gears quickly in order to get into high. First gear requires a push of the car, second gear is meant for its acceleration to the lowest point at which third gear can take it up. The sooner the driver gets into high the better it is for the motor and for the pocketbook.

There are drivers who speed up the motor to a faster rate than is necessary to shift gears. That means not only a waste of fuel but difficulty in getting the gears to mesh. A little experience should enable drivers to tell exactly what speed of the motor is necessary to bring the gears to mesh in first, second or high, without putting undue strain on the engine.

The best way to shift gears economically and most effectively is to press the right foot down on the throttle gradually as the left foot is released from the clutch pedal. Thus the motor is eased into control of the car and the dead weight behind is easier to get out of its state of inertia. Second should be applied the same way, while high gear doesn't require so much care in meshing.

There is a speed at which the motor uses up the minimum of fuel. This isn't the lowest possible speed at which it can be kept running—the idling speed. At idling speed the motor does not use all the gasoline injected into it and therefore chokes up if idled too long.

Therefore, while waiting for a signal to change, or for some other reason, it is best to run the motor slightly faster than idling, so that all the fuel sent into it will be burned. The idling rate can be speeded up mechanically so that the driver needn't remember this every time he stops.

But whatever is done while waiting with the motor running, short spurts should not be resorted to. Many drivers do this, while standing still, with a consequent loss of much fuel.

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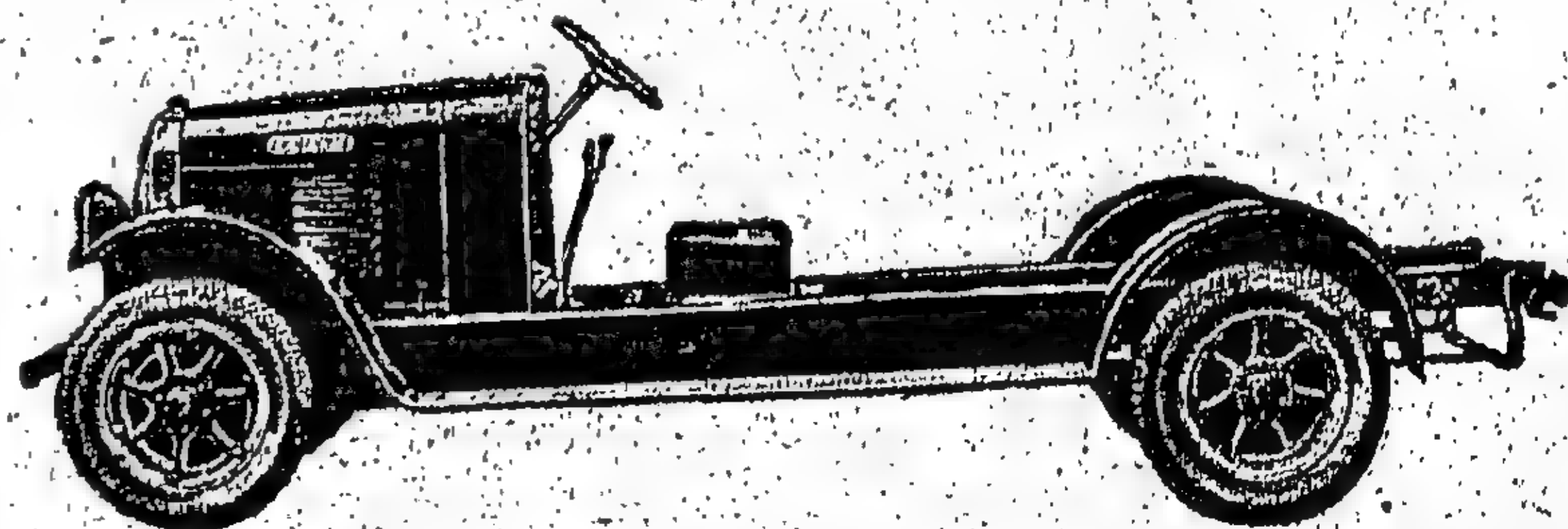
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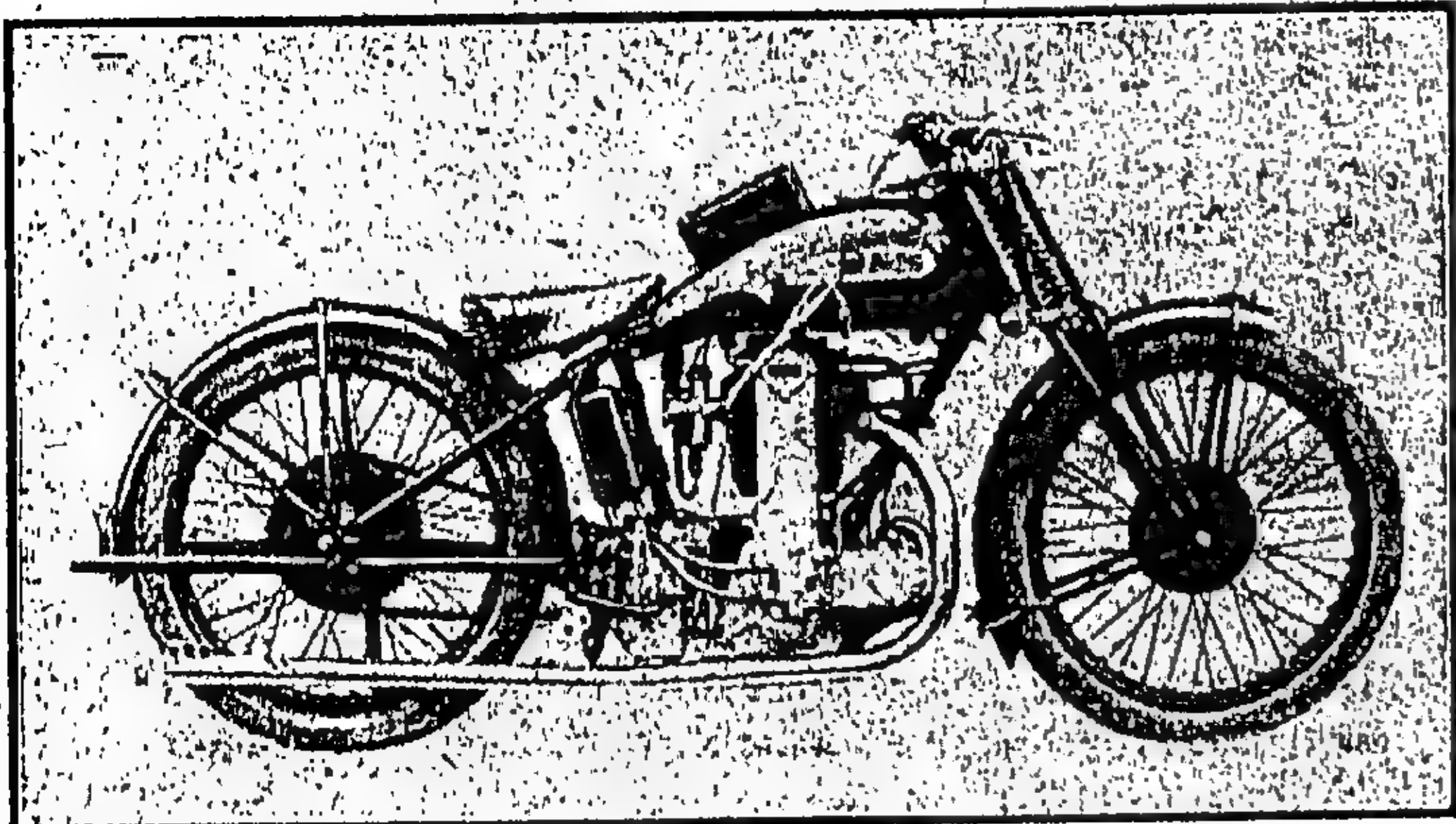
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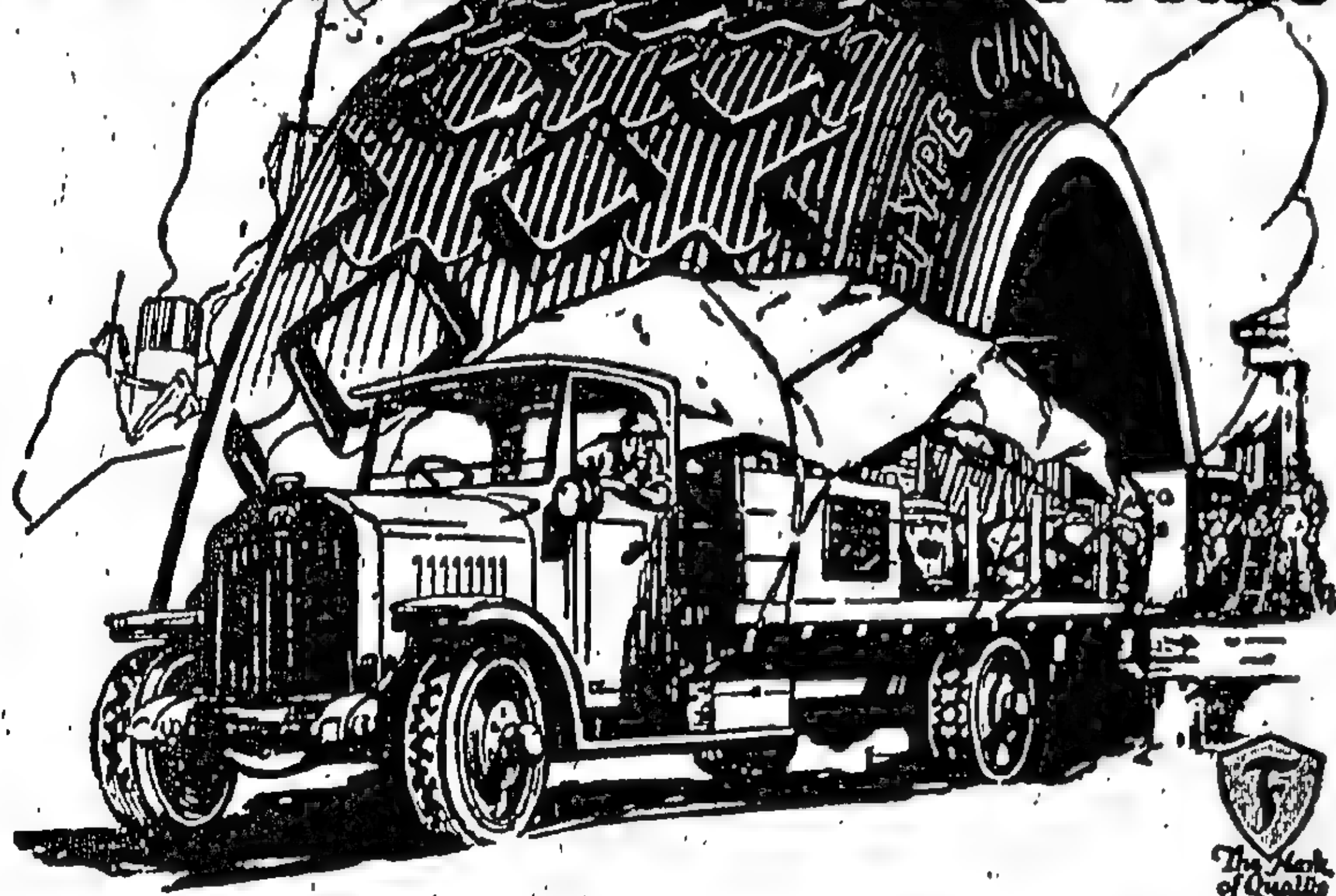
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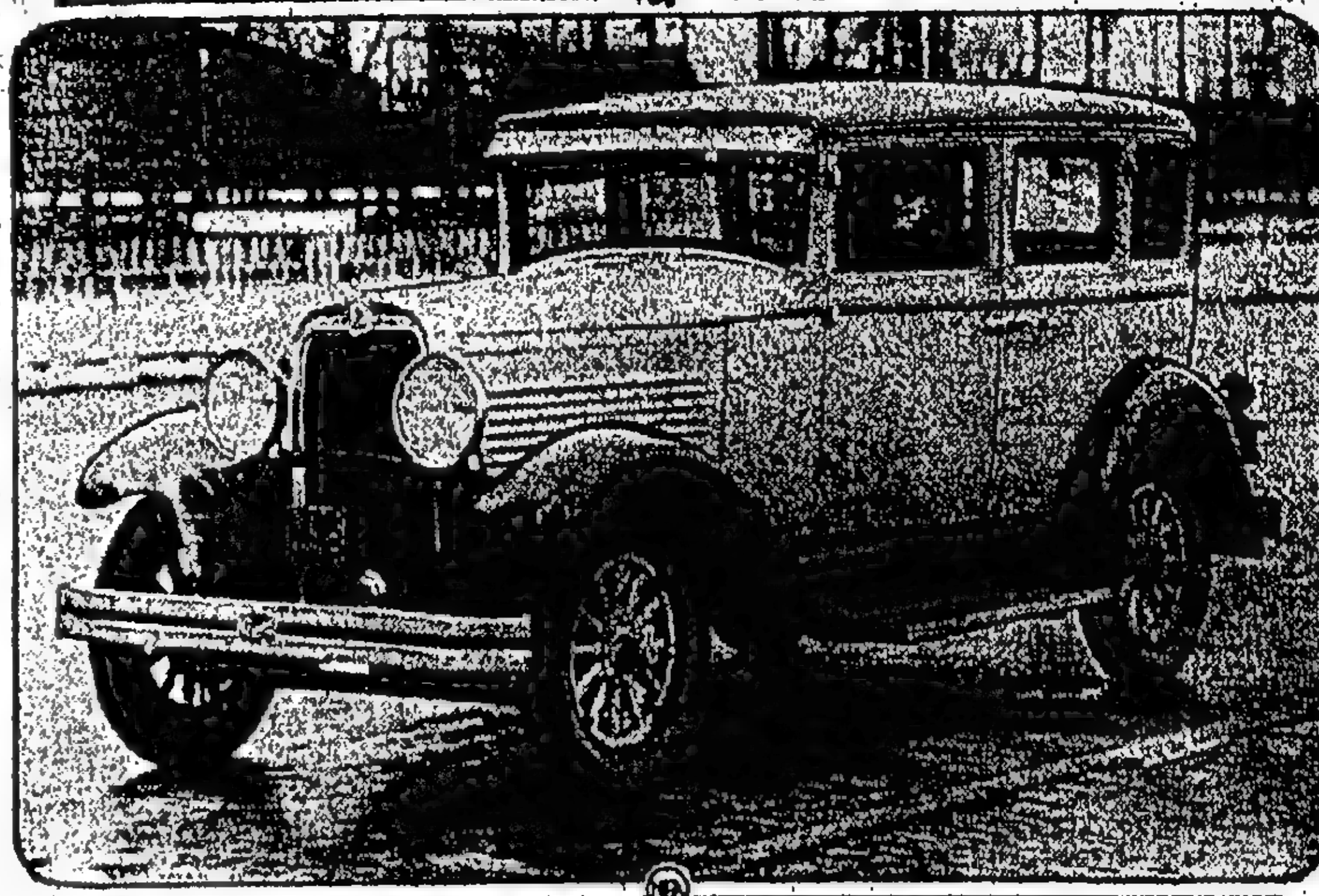
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THE ROOSEVELT—BUILT BY MARMON.

New Straight Eight Creates Good Impression.

[By Israel Klein.]



This article is of special interest in view of the following cable which the Hongkong agents, Messrs. S. L. Kwok and Co., received on Monday last:—

"Absolutely standard Roosevelt to-day breaks all aviation automobile non-stop endurance records, having run two hundred forty-eight hours continuously, refuelling refuelling while moving. Test official under American Automobile Association supervision. Will advise final results when test completed."

The modest motorist who has had to satisfy himself with a low-priced six in order to adjust his expenses properly to his income, may now graduate unwaveringly to the eight-cylinder class with the introduction of the new Roosevelt.

For here, finally, is a straight eight built by a long-established and responsible manufacturer and designed by recognized leaders in automotive engineering, to sell below the \$1,000 line. The five-passenger sedan and the standard coupe with rumble seat are listed to sell for \$995 at the Marmon factory here.

Marmon, noted for its series of straight eights, is the builder of this new car. Col. Howard Marmon, vice president in charge of engineering, and Thomas J. Little, Jr., former president of the Society of Automotive Engineers and now Marmon's chief engineer, are the brains behind the Roosevelt.

The new car is a typical Marmon product, with its straight eight design, L-head motor and mechanical details that originated in the Marmon laboratories. Several months testing on the brick-paved Indianapolis speedway, across desert and over mountain have been put into the Roosevelt with the result that its builders are prepared to send the car out into the world to make a name for itself.

Has Quality Features.

Outside of its price as an eight, perhaps the most significant fact about the Roosevelt is its adoption of mechanical features that ordinarily are found only in the higher priced cars. Such, for instance, are:

1. Marmon's exclusive high frequency modulator to eliminate torsional vibration.
2. Full force feed lubrication.
3. Down-draft manifold, insuring equal distribution of fuel to all cylinders.
4. Self-adjusting spring shackles to compensate for wear.
5. Internal expanding brakes of the two-shoe type.

Other features of the Roosevelt that are intended for better

driving and comfort, include single button control of starting, lighting and horn; thermostatic cooling; aluminum alloy pistons "combining the hardness and wearing qualities of cast iron and the lightness of aluminum;" two cowl ventilators; cowl lamps set close to the body so as not to break the streamline effect; adjustable steering column, and a theft-proof coil lock and ignition switch with the coil set directly behind the dash, making it practically impossible for a thief to rewire the car and circumvent the switch.

Built for Economy.

Hydraulic shock absorbers are built into the chassis in the process of manufacture. But these are not included in the base price. The Roosevelt engine is of the L-head type, and of the small bore and long stroke class. Its low displacement, therefore, is a factor in affording high fuel economy in operation. The engine is said to develop 70 horsepower at 3,200 revolutions a minute.

Contributing to its economic efficiency is the "duplex down-draft manifold," by which the fuel is helped down into the cylinders by the force of gravity, assuring quick use of all gas injected through the carburetor. At the same time it is so designed that every intake valve is equidistant from the carburetor. Thus every cylinder gets its allotted share of

fuel and there is no danger of "starving" the farthest cylinders while those closest to the carburetor are "overfed."

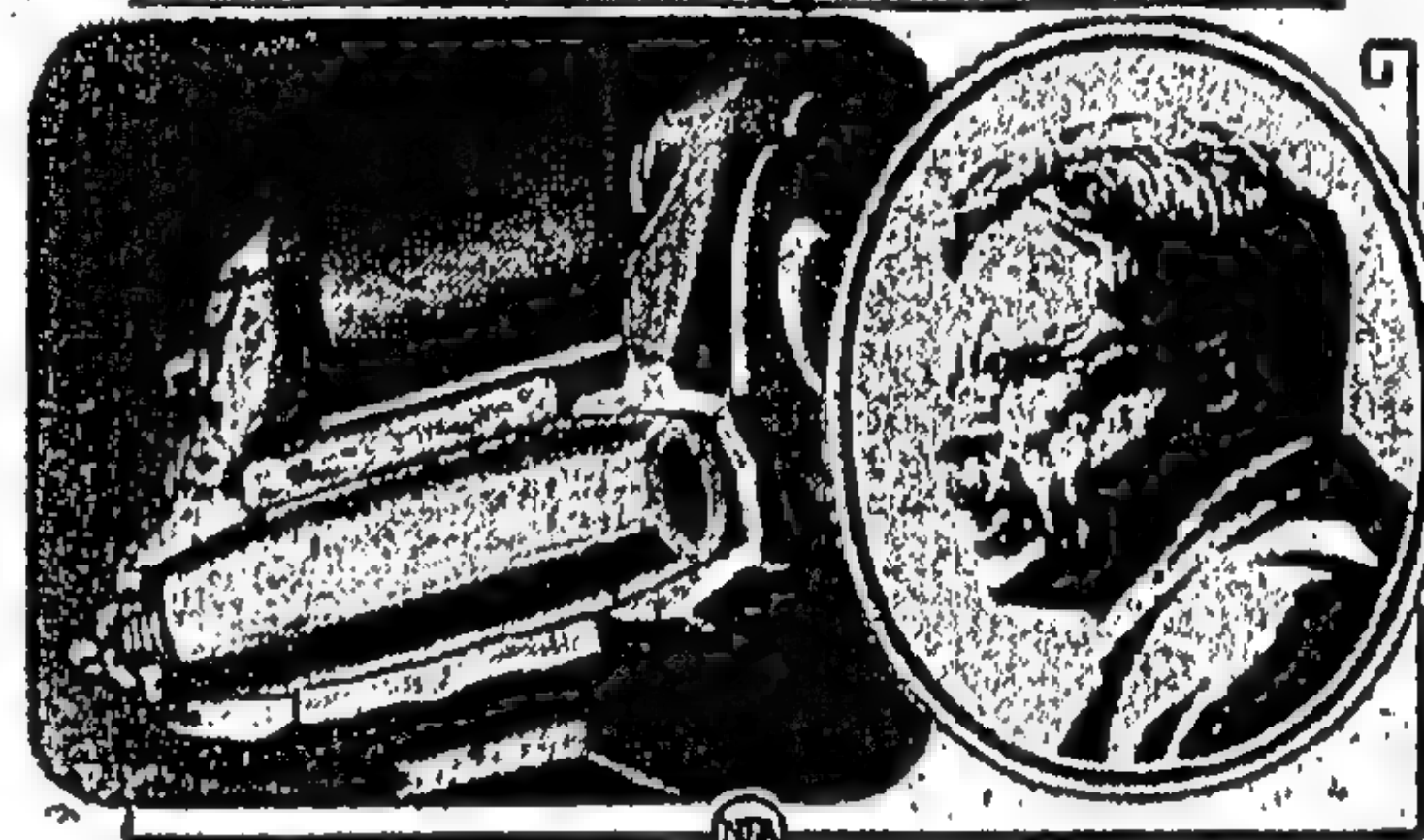
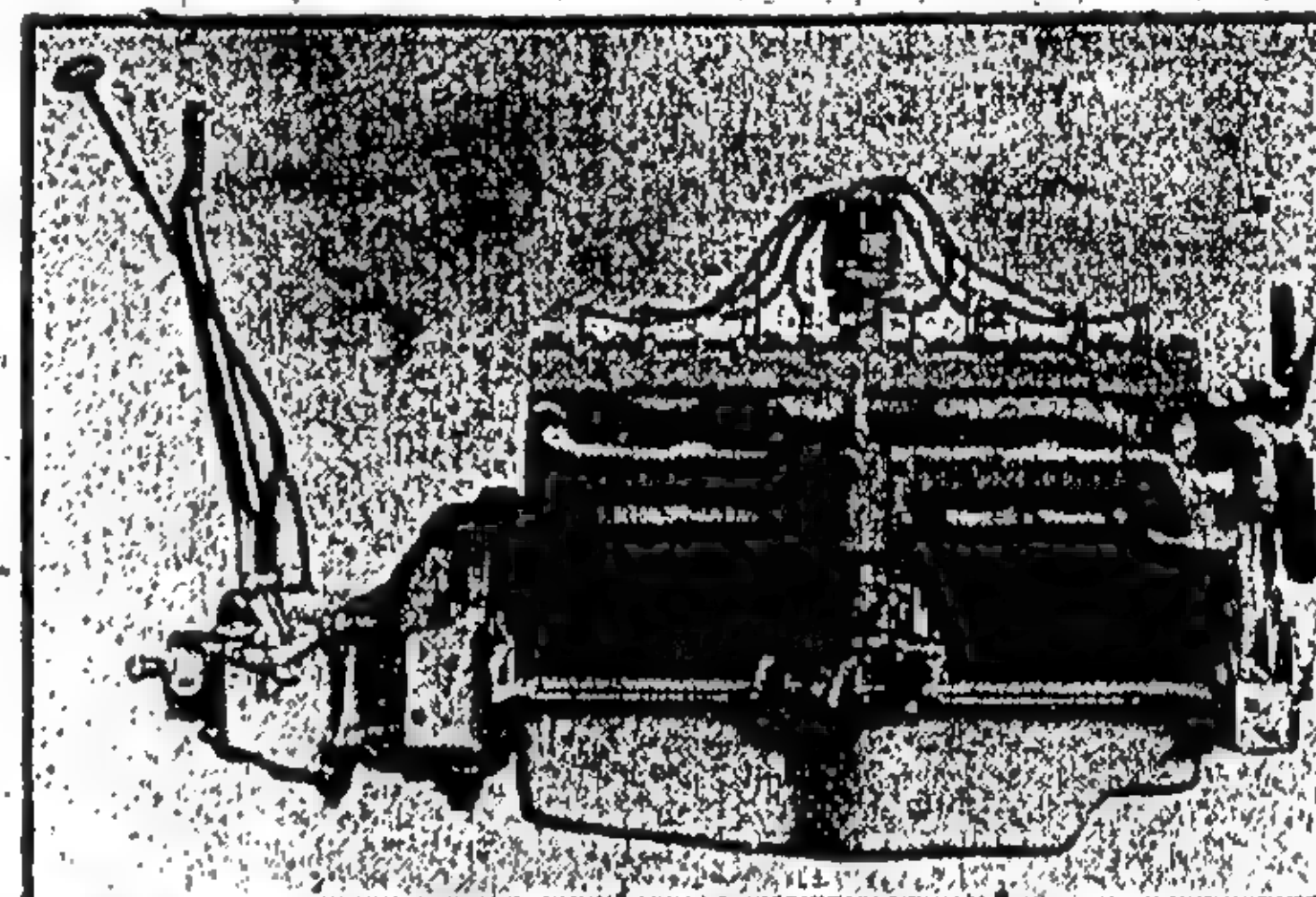
Efficient Cooling System.

One great difficulty in straight eight design has been that of keeping the valves properly cooled. Roosevelt engineers have allowed for enough cooling area around the valves to assure their proper temperature and to avoid warping and pitting.

The chassis is built so that there is a low unsprung weight enabling the car to cling to the road at high speed. Semi-elliptic springs cover more than 80 per cent of the car's wheelbase and their shackles are constructed to be self-adjusting with tapered pin and spring clamps at the sides automatically compensating for wear. Thus the shackles are said to remain permanently quiet and to need no attention.

The sturdy steel frame with steel running boards add to the strength of the steel and wood body. The body also is Marmon built, a product of the Marmon factory in Indianapolis.

What has made the sale of this car at such a low price possible, despite its refinements, has been simplified design and its manufacturing schedule never before attempted for straight eights, according to G. M. Williams, Marmon president.



The Roosevelt motor and, below, the self-adjusting spring shackle used on the new car and the head of the famous president as its insignia.

SEAMLESS STEEL CAR.

George J. Mercer, chairman of the body division of the Society of Automotive Engineers, believes that the all-steel seamless automobile is coming. "Eventually it will be made without joints," he says, "and it will have less squeaks after use than when it is new."

GOLD MINE FOR STATE.

The value of the tourist business to California is estimated at more than \$100,000,000 annually.

BEWARE SHELLAC.

It is true that shellac will make a gasket fit air tight, but it is also well to remember that you may want to remove that same gasket at some future time. It is not an easy task to remove a gasket that has been sealed in this manner. Graphite, ordinary grease, or specially prepared gasket sealing compound is more desirable.

An underground garage, to house 100 cars, has been included in a new dance hall in Bolton, (Eng.).

FRENCH INDUSTRY.

Striking Development.

The striking development of the French automobile industry has been illustrated by the fact that over 1,000,000 cars are now in use as compared with 600,000 in 1924, and the French industry is adding to this total over 800 new cars daily. Last year French automobile factories employed 200,000 workers and used 200,000 tons of steel, 8,000 tons of aluminum, 240,000 square meters of glass and 4,000 tons of paint and varnish.

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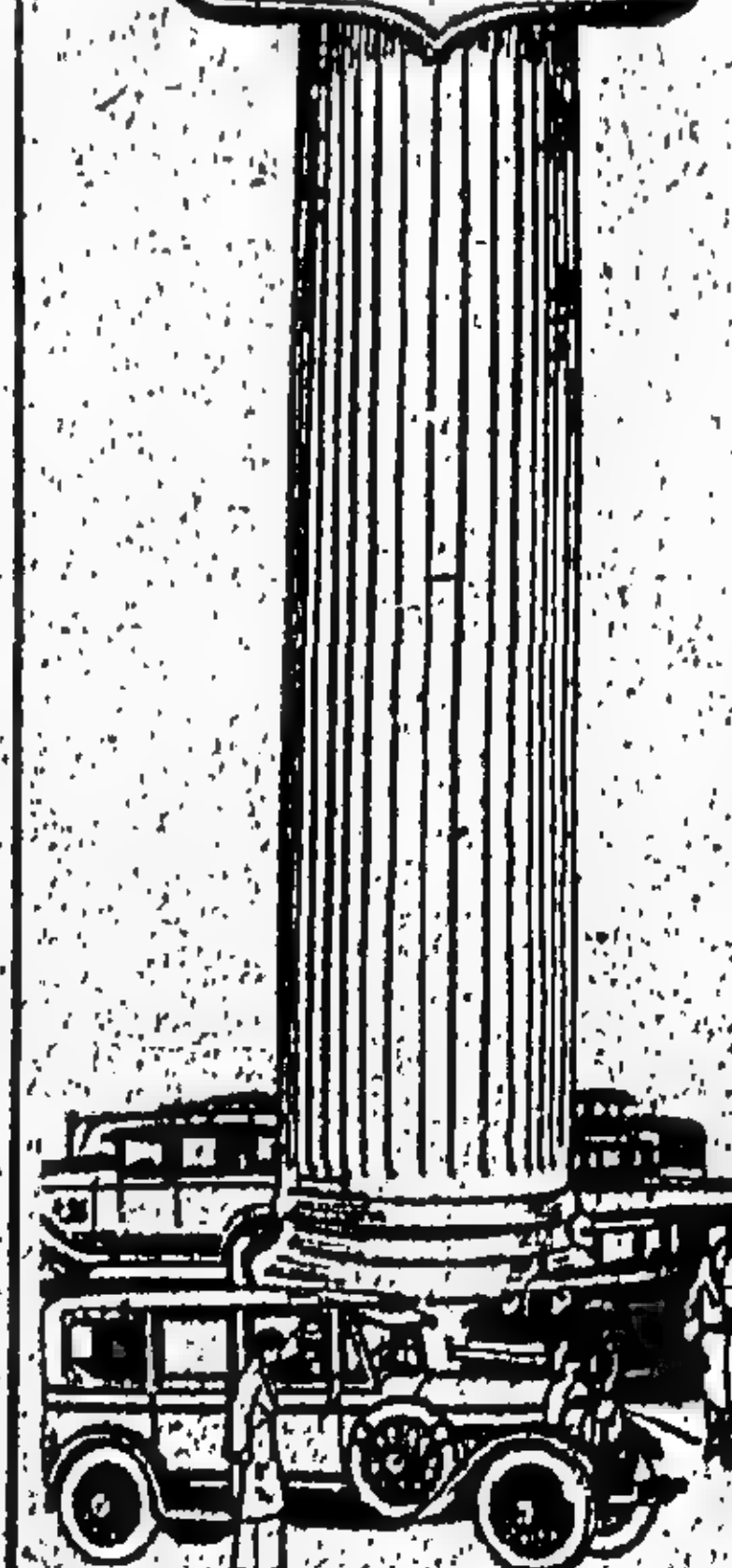
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SPEED TESTS.

Are They Useful?

HOW INDUSTRY GAINS.

Since the tragedy at Daytona Beach, Florida, when Lee Bible was killed trying to better Major Segrave's established mile speed record, there has been a great deal of comment regarding the value of these speed tests. Some authorities hold that motor racing is an extremely valuable adjunct of industrial development and cite the possibility that front wheel drive cars may become a factor in commercial production, an event that may be made possible solely by the use of this type of drive in automobile racing.

Others believe that such a feat as Major Segrave's at Daytona adds nothing of value to the industry and that racing to-day yields little of value to engineers. As evidence against the use of record tests, it is pointed out that while most of the companies maintained racing teams some years ago, very few now take an active part in racing.

The New York Times quotes G.B. Veal, consulting engineer and research manager of the Society of Automotive Engineers as follows: "It is true however, that racing makes it possible to try out new designs and developments in a competitive and searching manner. It has yielded important results in the past."

"Racing abroad was directly responsible for the successful development of four-wheel brakes. Reduction in weight of all mechanical parts has been another direct benefit accruing from racing. To meet the requirements of racing, centres of gravity have been lowered and greater stability secured. Steering mechanisms have been directly improved. These things, also, have been reflected in the development of the modern passenger car. While it may appear that there can be little in common between the body of a normal car and that of the racing machine, experience in racing has yielded information on wind resistance which has resulted in the modification in body shapes.

"Tire construction has benefited remarkably, and, with the improvement of tyres, racing required the development of the dependable, demountable rim which facilitated tyre changes.

"Racing has led to improvement in fuel. It has been influential in bringing about more effective fuel induction systems involving carburetor, manifold and valve. One of the direct benefits has been in the improvement in the design of connecting rods and connecting rod bearings. Both the pistons and rods have been made lighter and at the same time better functioning has been secured.

"Among the features of the chassis which may gradually be passed on to passenger cars may be mentioned small unsprung weight, precision balancing of tyres and wheels, strength and elasticity in frames, the replacement of cast parts by sheet steel with welded joints and improvements in steering gears."



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TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

THE SUPER-SALESMAN.

Proving That Motors are Needed by All.

[By L. W. Gage in the Morris Owner.]

If, as you are about to enter your local Morris Service Depot, you see an aristocratic young man, wearing plus fours and garters with red tassels, leaning negligently against the "Free Air" sign—tread warily—for he is undoubtedly a motor salesman.

Again, if you see an obvious spinster of some sixty-odd summers accelerate her M.G. Super Sports as she turns a blind corner "so as to be able to see in advance if anything dangerous is coming round the opposite way" don't—as you extricate your car from the ditch—swear at her. She has probably transferred from a bath-chair or governess cart at the instigation of a nephew who is a motor salesman.

Insignia of Office.

My friend Wilkins is one of the great army of motor salesmen, whose working uniform is the aforementioned plus fours and tassels. Off duty, Wilkins is the soul of timidity, but at the prospect of a sale he is transformed.

A few weeks ago, after an unusually successful day, Wilkins took me for a ride, in the course of which we stopped at an old inn to "fill up."

Apparently the inn was not used by motorists, as there was no fire in the smoke-room. We wended our way to the tap-room and there, before a glowing fire, were two men of the small-farmer type, while a pleasant landlord greeted us from behind the bar.

Just as we had received our tankards and drawn nearer to the blaze the door opened and a peculiar individual entered. He was a short man, almost buried in a huge overcoat, from the top of which a bulbous nose gleamed out like the tail-lamp of a car. In a surly voice he asked if there was "anything for the carrier," and, on hearing that there was not, ordered "a pint of the usual."

A Forbidden Topic.

Wilkins, with a natural desire to expand after his recent sales, tried to make some general conversation. "Do you get many motorears call here?" he began.

At the word "motorears" the short man snorted and, hastily seizing his pint, drained it at a gulp. "Curse motorears," he said with concentrated venom, and stomped angrily out of the room, slamming the door viciously behind him.

"Your customer—doesn't he like motorears?" asked Wilkins incredulously.

"No, sir," smiled the landlord, beginning to polish the tankard. "And, taking things all round, I don't know as how I blame him for not liking 'em."

We both looked up enquiringly and the landlord went on. "If you gents, has a minute or so to spare I'll explain."

We indicated that we had, and the landlord filled himself a tankard and joined us at the fireplace. "You see, it's this way. Old Joe Gummel, the chap what's just gone out, he's been our carrier for the last twenty years. Works between Muddamin and Little Ashbin-in-the-Hole, carrying people, pigs, parcels, poultry and the like."

"For years everything went well with old Joe, till his nag died and he bought a mare from Farmer Mullins at the top of this hill. Well, every time this mare got opposite Mullins's farm she wouldn't budge an inch further, and Old Joe couldn't shift her one way or t'other."

"Then somebody told Joe to light a fire under her and it worked a treat. After that, if the mare did stop at the farm Old Joe only had to get some bits o' stick and paper out and the old mare 'ud trot along like a fire engine."

Conversion.

"Just about that time there was a whole lot o' cheap motor lorries knocking about round here second-hand, and Old Joe gets look with the idea o' having one. After thinking it over he sells the mare and buys one o' them cheap lorries with the petrol tank under the seat."

"The feller that sold it to him had a bit of a job to teach him to drive. I happened to see Joe have his first lesson, so I know."

"You see, this van had what they call epileptic gears and, after the feller had explained the pedals, he started the engine and made Joe take the wheel."

"The van stood there shivering and spitting till Joe puts his foot down, when it gives a kind of a leap and goes right across to the market and knocks a stall down. Then Joe remembers the other pedal, pushes it down, and the van goes backwards across the road until Joe puts the first foot down again."

"Joe can't, for the life of him, remember how to stop her, so he keeps putting one foot down after the other like a chap I see, once playin' the organ."

"The feller that sold it to him waves his arms and shouts, but

when Joe steers towards him to hear what he's got to say, he runs for his life.

"The police-sergeant, seeing old Joe whizzin' backward and forward like that, nearly kills himself with laughing, but when Joe shoots towards him, he stops laughing, quick, and runs for it."

"If Joe hadn't made a mistake once and put both feet down together, he'd a' been doin' it now and the feller never would a' taught him to drive."

"For the last three weeks up to Christmas this lorry does the job a treat and Joe got wonderin' why he didn't have one afore. Then Christmas Eve come, and it's the busiest day o' the year for a carrier."

"Now Old Joe ain't what you'd call a heavy drinker. Course, most of his parcels are picked up at pubs, and Joe reckons to have a pint at each. Now sometimes he'd call at eight or nine pubs, and have eight or nine pints, and other times he'd have quite a lot. On this particular Christmas Eve he'd had a lot o' calls and I could see he'd had a spot more than usual."

Drastic Measures.

"Anyway, he leaves here right, but just as he gets opposite Mullins's farm the engine stops dead. Now Joe didn't know any more about mechanics than a pig knows about getting into a shirt but he hops out, lifts the bonnet, and pushes that figger up and down."

"That don't shift her, so he gives her a kick in the body part, but even that don't make no difference. Then Farmer Mullins comes down and suggests shakin' her, as he's often made a grandfather clock go like that, but just then Old Joe gets a brain wave."

"Afore anybody can stop him he gets some sticks and paper out o' the cab and lights a fire under the engine's binards."

"As soon as Farmer Mullins sees what's happened he nips round the back o' the lorry and hollers at 'em to get out quick and let the livestock loose. I hears him holler down here and goes out to have a look. I wouldn't a' missed it for a Free House."

"Folks come out o' that van like Scotchmen out of a meetin' when the phile goes round."

"Old Ben Summers, as had been paralysed for full eight year, as soon as he heard there was a petrol can on fire underneath him hops out o' that van like a frog, and they say he's walking to this day. Then the animals and things. There was two pigs belonging to Farmer Rollasin; they hopped out and was never found again—but I did hear as how Jones the poacher's kids said a month later as they was fair sick o' pork. Then there was two harmless snakes the doctor's son had sent him home from Egypt. They turned up in Fred Miggs's bedroom and lost me the best customer I ever had."

"Anyway, after the fowls and things had come out they found that old Mrs. Blossom, twenty stone and deaf, had slept through it all in the front end o' the van. Before they could get to her the van blew up, and the 'parcels, boxes and Mrs. B."

"She was pitched right over the hedge without a scratch and landed head first in a foot of water—though from the way she carried on afterwards you might a' thought it was a brickyard."

Compensation.

"Old Joe copped it the worst through being under the van, but when he comes out a' hospital he finds that all the people that'd lost anything was claimin' on him—and a lot that hadn't."

"He took it to court, but he had to pay up, and the judge said as how he was lucky he wasn't charged with arson."

"And to cap it all," said the landlord, as he went to refill the tankards, "the Urban Council ran him in for obstructing the highway with the remains of a van on the night of the twenty-fourth December and the morning o' the twenty-fifth. So now it ain't safe to mention motorears within a mile o' Joe."

Wilkins was silent all the way home, but on his face was the look that appears on the face of a cannibal when he sees a gentleman disembarking with his collar on the reverse way, or on the face of Winston Churchill when he sees a few odd coppers in the Road Fund.

It was three weeks before I saw Wilkins again, and then he was sitting in a brand new Morris Half-Ton van, explaining the gears.

At the wheel, radiating with pride of possession, was a short man, almost buried in a huge overcoat, from the top of which a bulbous nose gleamed out like the tail-lamp of a car.

THE BOATING BOOM.

Public Interest in England.

BRITISH FIRMS BUSY.

Public interest in England is fast becoming centred round Motor Boating, and those who are investigating its possibilities, and participating its thrills and pleasures, are not merely restricted to the now increasing army of "owners."

During the season at practically all the seaside resorts, speedboats lying for hire all day, convey their load of passengers, who, for a moderate charge, can enjoy the thrill of a "spurt" round the Pier and back with speed and comfort.

At many inland centres too, available stretches of water are being developed into aquatic racing tracks, and cruising grounds, for the spectacular little "outboard" craft, with excellent facilities in most cases for public view and participation.

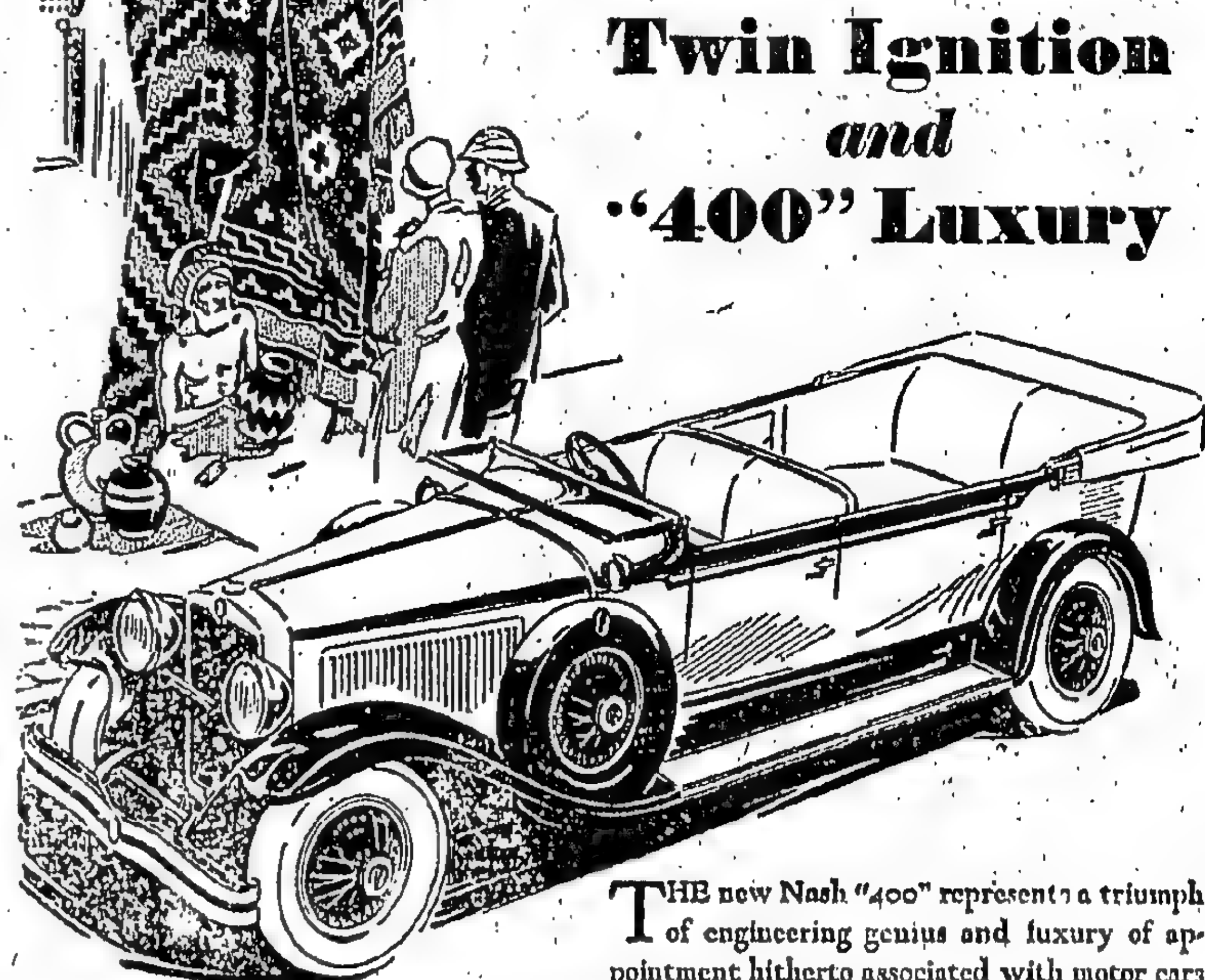
This activity, with a corresponding increase in ownership, that will be witnessed in a greater measure in 1929, is naturally productive of a bigger and more versatile demand for Motor Craft and Marine Motors.

True to tradition however, British firms are meeting these demands promptly and efficiently. The high speed British engine, with big power outputs, is available for the speedboat hull builder, or the completed all-British craft of this type for the speedboat hire company.

There is no type of boat, from the small launch to the Express Cruiser, for which a suitable British made engine is not available. British firms, moreover, offer a plethora of standardised boats, and for the "outboard" enthusiasts, a variety of hulls, and now no less than three different makes of all British outboard motors.

Motor Boating public are not being catered for by the manufacturer alone, for, the increase in the number of Clubs and their facilities, and the inception of a New Owners Association on the lines parallel with that of motorists A.A. and R.A.C. organisations, are assisting in the stimulation of this now firmly established sport and means of travel.

THE WORLD HAS A NEW AND FINER MOTOR CAR



Twin Ignition and "400" Luxury

THE new Nash "400" represents a triumph of engineering genius and luxury of appointment hitherto associated with motor cars far beyond its highly popular price range.

Features exclusive to Nash unite to endow the "400" with more than ordinary ability to perform; while its beauty of outline, fine craftsmanship and rich appointments endear it to those who admire fine things.

What other car at its price embodies such unusual advantages as Twin Ignition, Centralized Chassis Lubrication, Hydraulic Shock Absorbers and other costly car equipment?

THE NEW
NASH
"400"

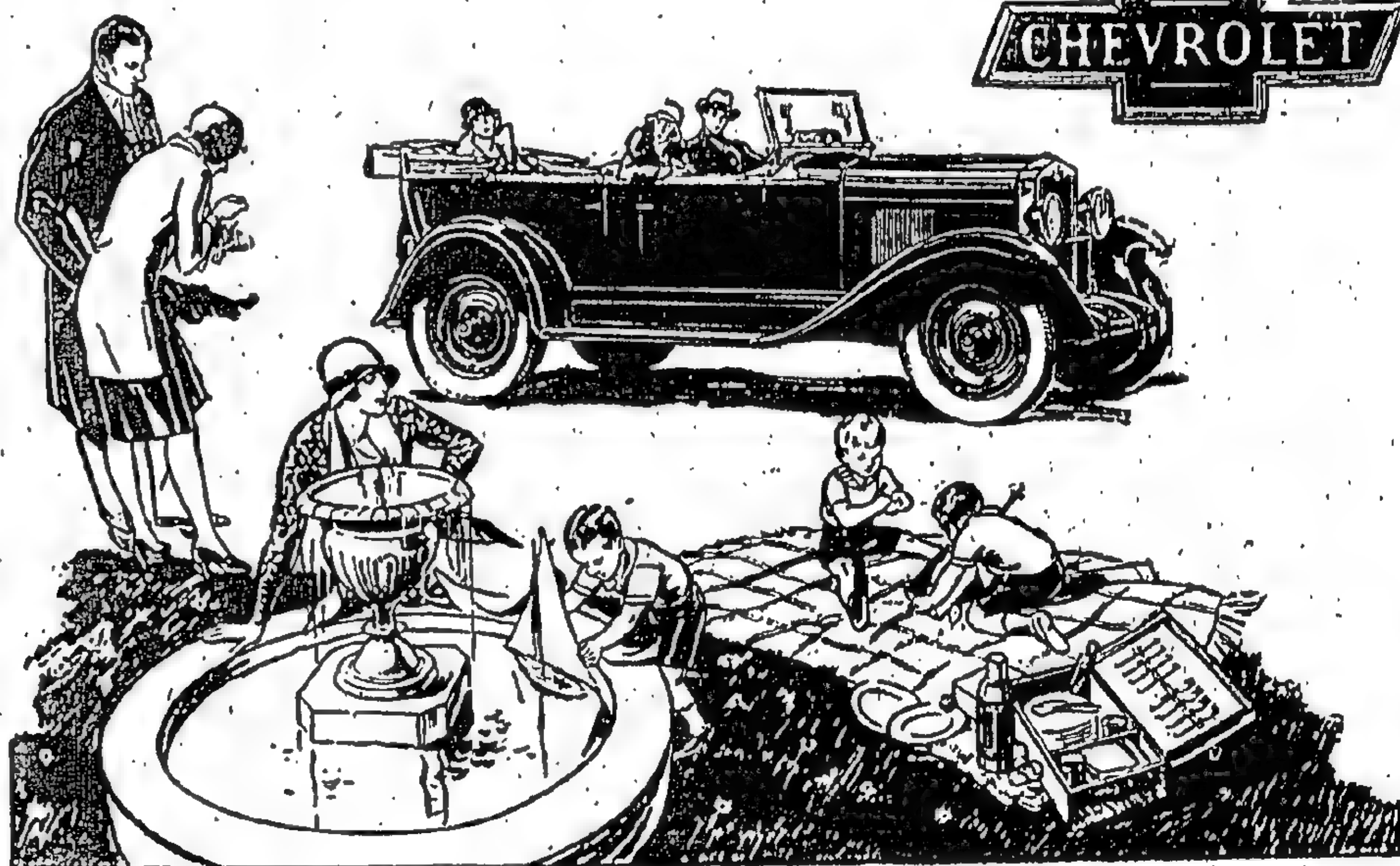
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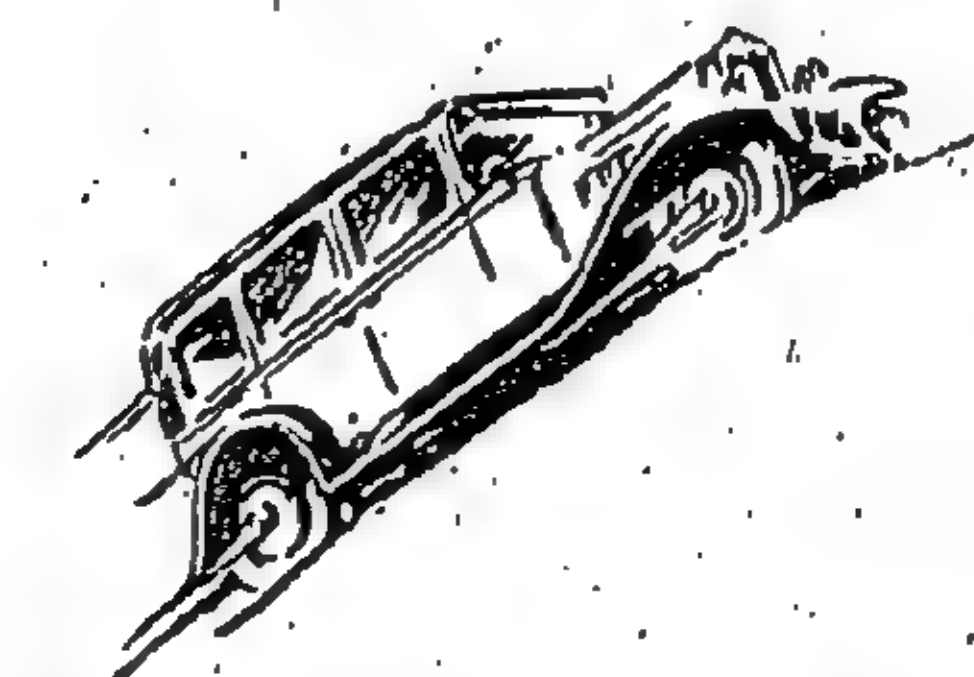
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20% More Speed**

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The driver of the New Chevrolet gets a new thrill when he is behind the wheel of the New Chevrolet. Never in his experience has he enjoyed such remarkable performance in a low-priced car.

When extra power is needed on steep hills, Chevrolet's new accelerating pump instantly releases a reservoir of surplus power the moment your toe steps on the accelerator. And when occasion calls for a sudden burst of speed the New Chevrolet leaps forward instantly.

Let us show you this and many other new features that not only assure such brilliant performance, but carry Chevrolet's reputation for remarkable economy a big step forward.

Why not arrange for a demonstration ride to-day?

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Tourer.....HK \$1,580.00

Sedan.....HK \$1,980.00

1½ ton Truck Chassis.....HK \$1,610.00

The new Chevrolet Phaeton. The top can be easily and quietly lowered.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

SKIDDING.

Don't Let the Wheels Lock or Otherwise Lose Their Hold.

When a road wheel loses its hold on a slippery road and ceases to roll in definite contact therewith, its directional effect upon the course of its car ceases and it has hardly more guiding influence than would a rigid rubber-shod support. If both wheels of a pair thus lose their grip, that end of the car retains no inherent tendency to move in any particular direction and is free to swing sideways in obedience to any forces that may be acting upon the car. All skidding is caused by the slippage either of both front or of both rear wheels and the prevention of skidding calls for the prevention of this. To cause a wheel always to retain its hold upon a slippery road, its adhesion thereto may be increased by churning, and if the force applied to turn it or to prevent its turning is never permitted to exceed the force of adhesion acting at the road contact, it will never slip and contribute to skidding. The only way of avoiding skidding is to moderate power and brake application in proportion to the slipperiness of road conditions, so that neither pair of wheels ever lose their true rolling action. This is easy to state but difficult to carry out. In practice, although bad skids can be caused by sudden violent applications of engine power on very icy roads, it is violent braking that causes nearly all the bad skids. On extremely "glare" ice, a very slight braking force is enough to lock the braked wheels from turning and to utterly annul their guiding influence, with a resulting skid. Avoidance, as far as possible of conditions which demand sudden stops is the most effective way of fore-

stalling skidding and this means driving slowly whenever roads are slippery. Whenever a car is on a curve, centrifugal force is tending to make it leave the curve and to "go off on a tangent" to it and some of the worst side-slips are the result of taking curves too fast. A similar side-slipping tendency exists when a car is driven along the side of a heavily crowned road. Many motorists have an impression that four wheel brakes increase the liability of skidding and some have been known to disconnect their front wheel brakes on the strength of this belief, but all the evidence seems to be to the contrary. For skidding is caused by the locking of a pair of wheels and it goes without saying that a greater braking effect can be secured, without locking taking place, when both pairs of wheels instead of only one pair are braked. The fact seems to be that properly proportioned four-wheel braking, providing force at rear wheels, when used with any sort of discretion, makes skidding resulting in the turning around of a car a very unlikely happening.

Short-Circuit Battery-Cell.

Question—The battery of my runs down while the car is standing, so that I have to crank the engine by hand. I think the trouble is in the middle cell. Can this be caused by short-circuiting of the plates through the insulating separators? Could I make the battery work by cutting out the middle cell? I suppose I ought to get a new battery, but can you suggest anything else that would "get me by" until spring?

Answer: The trouble is probably exactly what you surmise.

Two cells would not crank or light the car satisfactorily. Plates may have short-circuited through the separators, but it may be that enough material has fallen off the plates into the bottom of the jar, so that the plates touch it and leakage takes place. We suggest that you have a battery man remove the middle cell and see if it cannot be put into service, temporarily at least, by replacing a few separators and washing out the cell to remove shed material. This should not be a very expensive job and might restore service for some time.

Charging Car Battery With Radio Rectifier.

Question—I have a battery charger with my radio set and when my car battery gets low, I just hitch the charger onto it, without removing its cable connections. Can doing this damage the ignition system in

any way? Local mechanics give differing answers to this question. Answer: No. There is no danger of damaging the ignition apparatus as the ignition switch and all other switches would be in the off position, when you were charging. Even if they were not off, there would be no harm done, but the battery would gain no charge.

DECLUTCHES ITSELF.

German Fitting for Motor.

LESS WORK FOR DRIVER.

Simplification of car operating mainly has been directed towards improving the gear-box, but inventors now are paying some attention to the clutch.

Single-plate disc clutches are remarkably easy and light to operate, but Herr Erdelen, of Berlin (Germany) would abolish most of the effort of declutching by using a servo mechanism. He recently patented an invention which causes a motor to declutch itself from the transmission.

Because of the enormous power which had to be transmitted, the clutch fitted to Major Segrave's Golden Arrow was too substantial to be moved by foot pressure, and a servo motor was used to unlock

its plates; but Erdelen's invention employs a different principle. By a clever coupling of the accelerator pedal to a vacuum cylinder, through a control valve which is joined to the induction manifold, the full release of the accelerator pedal disengages the clutch, while acceleration of the engine, by decreasing inductive force, allows the clutch to re-engage.

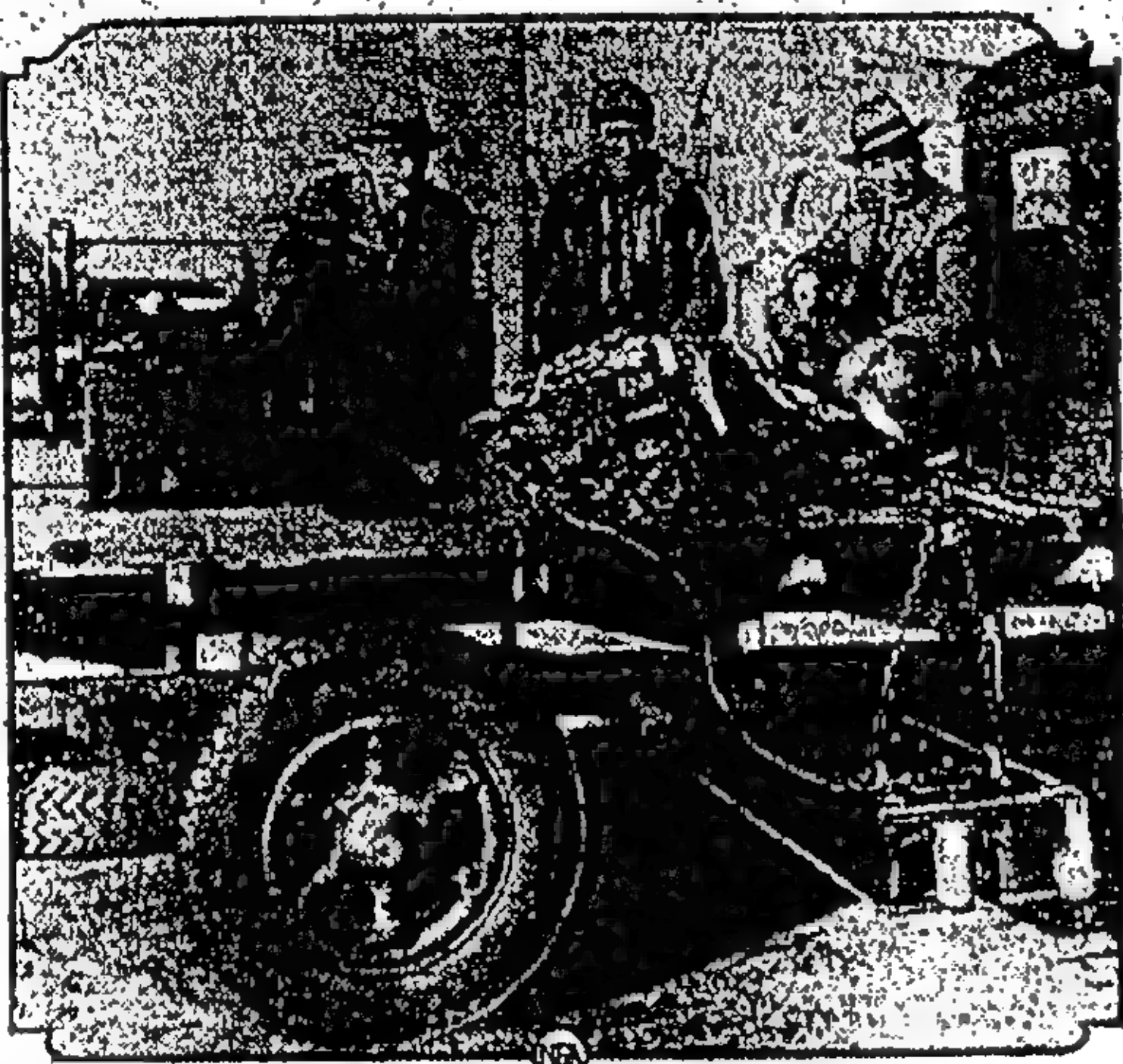
TIME TO CUT DOWN.

With only 18 per cent. of the world's oil resources, America in 1928 produced 68 per cent. of the world's production of oil, according to Thomas P. Henry, president of the American Automobile Association.

BUSES BEAT RAILS.

Motor bus lines in the United States cover twice the ground steam and electric railways do, it is said. Bus lines travel over 635,000 miles; steam and electric railway lines cover only 297,000 miles.

POUNDS OF PUNCTURES.



This Oklahoma highway truck, equipped with an individual electric plant attached to a magnet seven feet wide, picked up 351 pounds of metal off 29 miles of dirt road. The truck and its magnet are being used regularly by the Oklahoma state highway commission to save motorists the trouble of punctured tyres.

The Choice of the—

G. W. R.
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and
SOUTHERN RAILWAY
for their new
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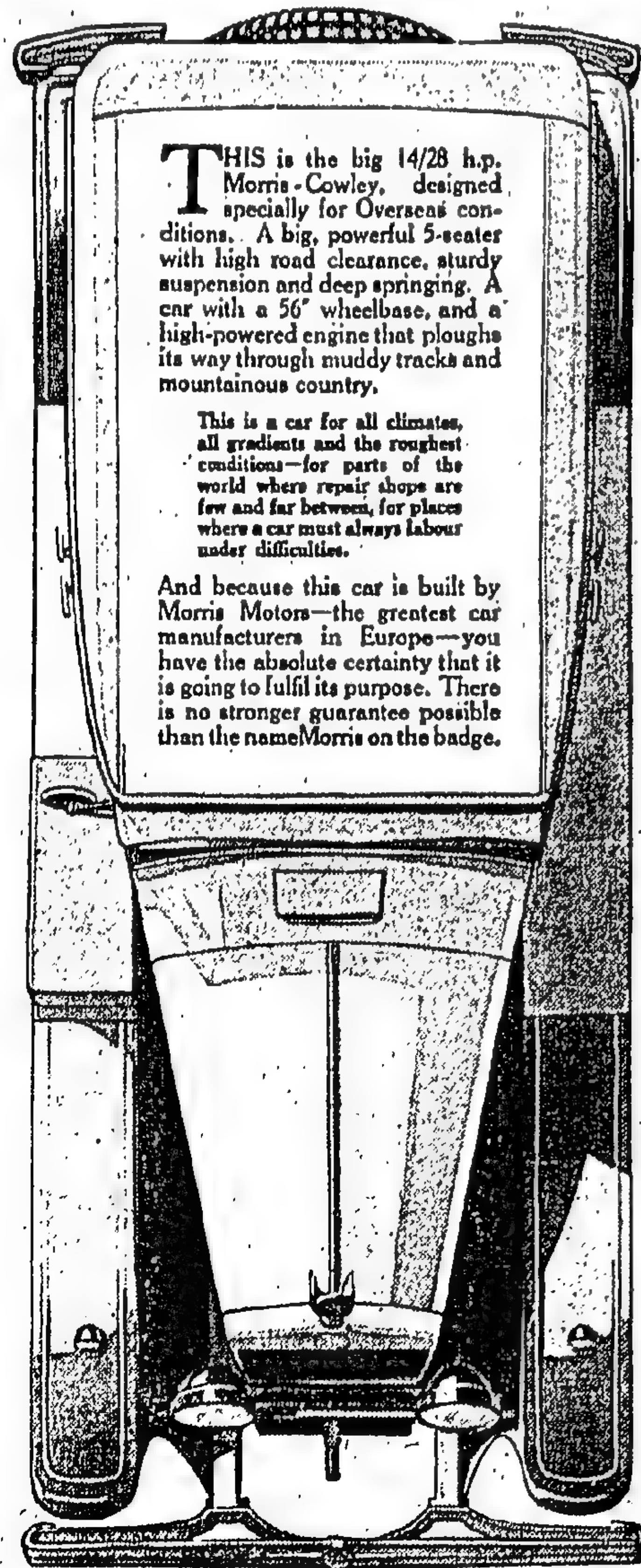
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DEAL DIRECT.

See the new World-wide MORRIS



THIS is the big 14/28 h.p. Morris-Cowley, designed specially for Overseas conditions. A big, powerful 5-seater with high road clearance, sturdy suspension and deep springing. A car with a 56" wheelbase, and a high-powered engine that ploughs its way through muddy tracks and mountainous country.

This is a car for all climates, all gradients and the roughest conditions—for parts of the world where repair shops are few and far between, for places where a car must always labour under difficulties.

And because this car is built by Morris Motors—the greatest car manufacturers in Europe—you have the absolute certainty that it is going to fulfil its purpose. There is no stronger guarantee possible than the name Morris on the badge.

IN CASE OF BREAKDOWN—Phone C. 3193.

Tune Up Your Car

Our Service Stations

are organised to give

PERSONAL AND PRACTICAL SERVICE

CARS COMPLETELY OVERHAULED AND TUNED TO PERFECTION
UNDER EXPERT EUROPEAN SUPERVISION.

(A. J. ALLISON, Manager).

Large Stocks of Spare Parts Carried.

MAY WE TUNE UP YOUR CAR?

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Tel. C. 3193.

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HOTEL
GARAGE.

MORRIS

MORRIS MOTORS (1926) LTD., COWLEY, OXFORD, ENGLAND

HONG KONG
HOTEL
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TENT
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Trial runs gladly arranged

ERSKINE THE HONGKONG HOTEL GARAGE.

Hongkong Telegraph.

Pictorial Supplement

June 29th, 1929.

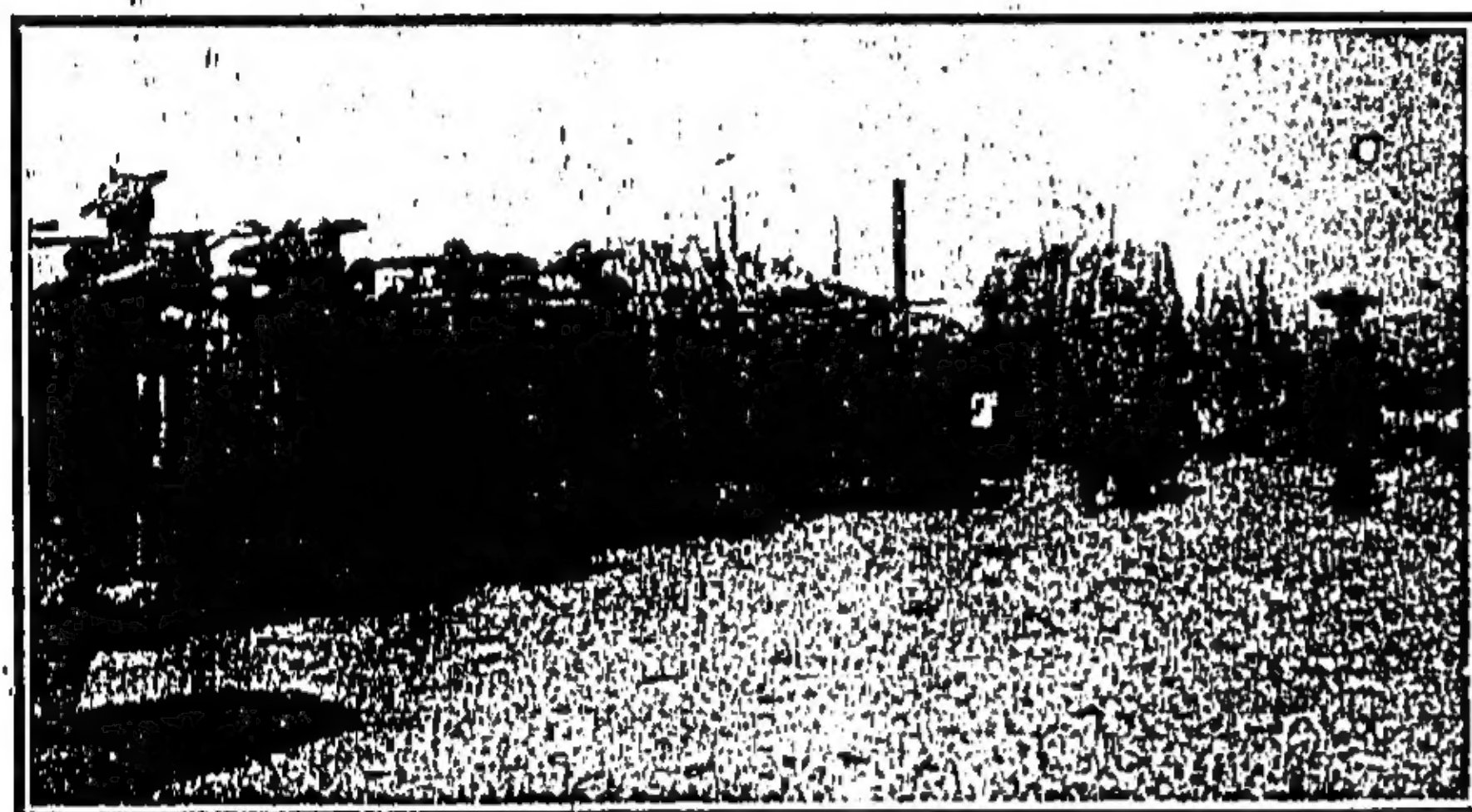
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HAVE REMOVED FROM 1, D'ARIGULAR ST.
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(Opposite Commercial Press.)
Manufacturers of Swatow Drawn Work,
Embroideries, Laces and all kinds of
Handkerchiefs.

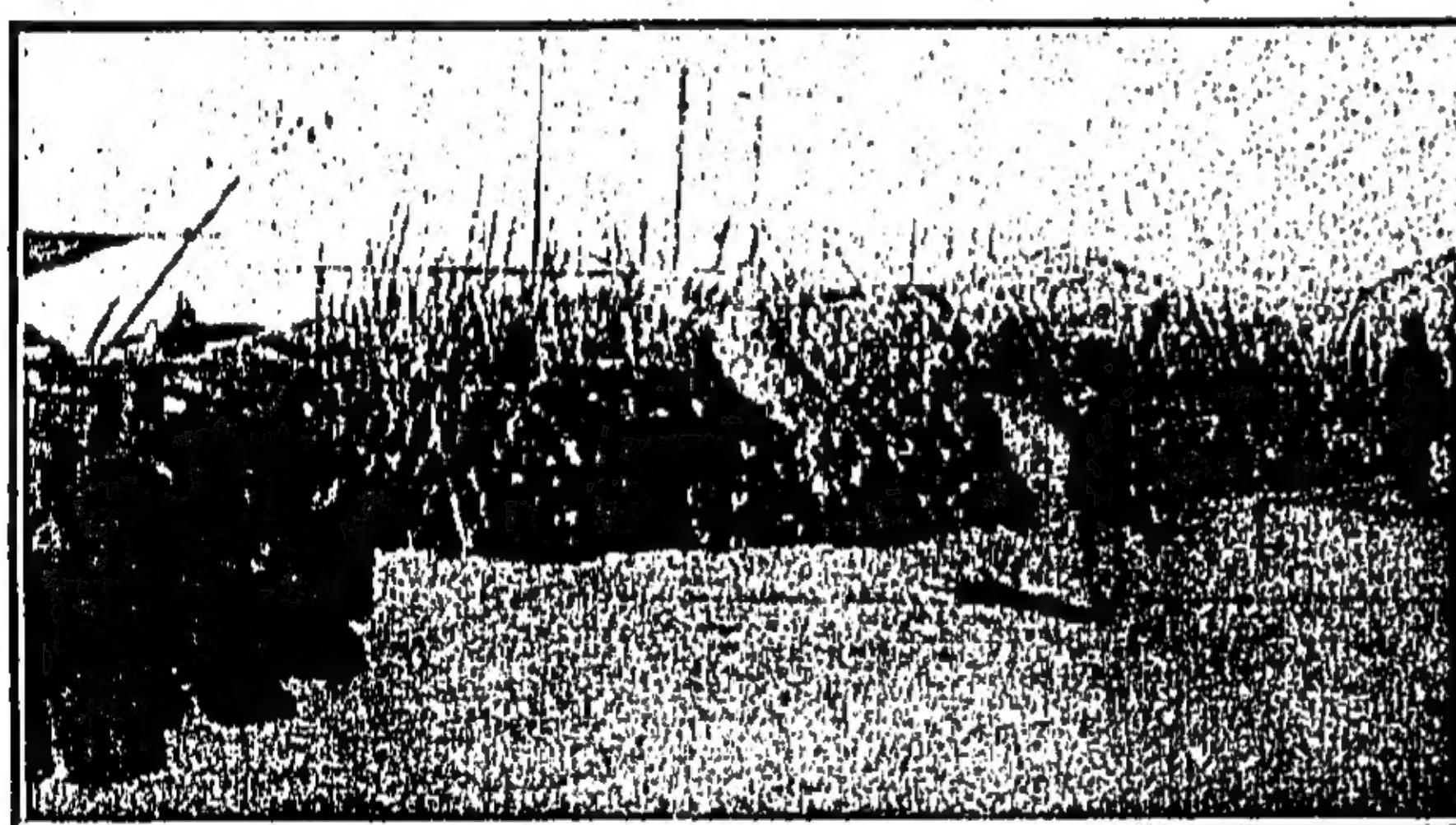
RETAIL SALES AT WHOLESALE PRICES.
IT WILL PAY YOU TO SHOP HERE!



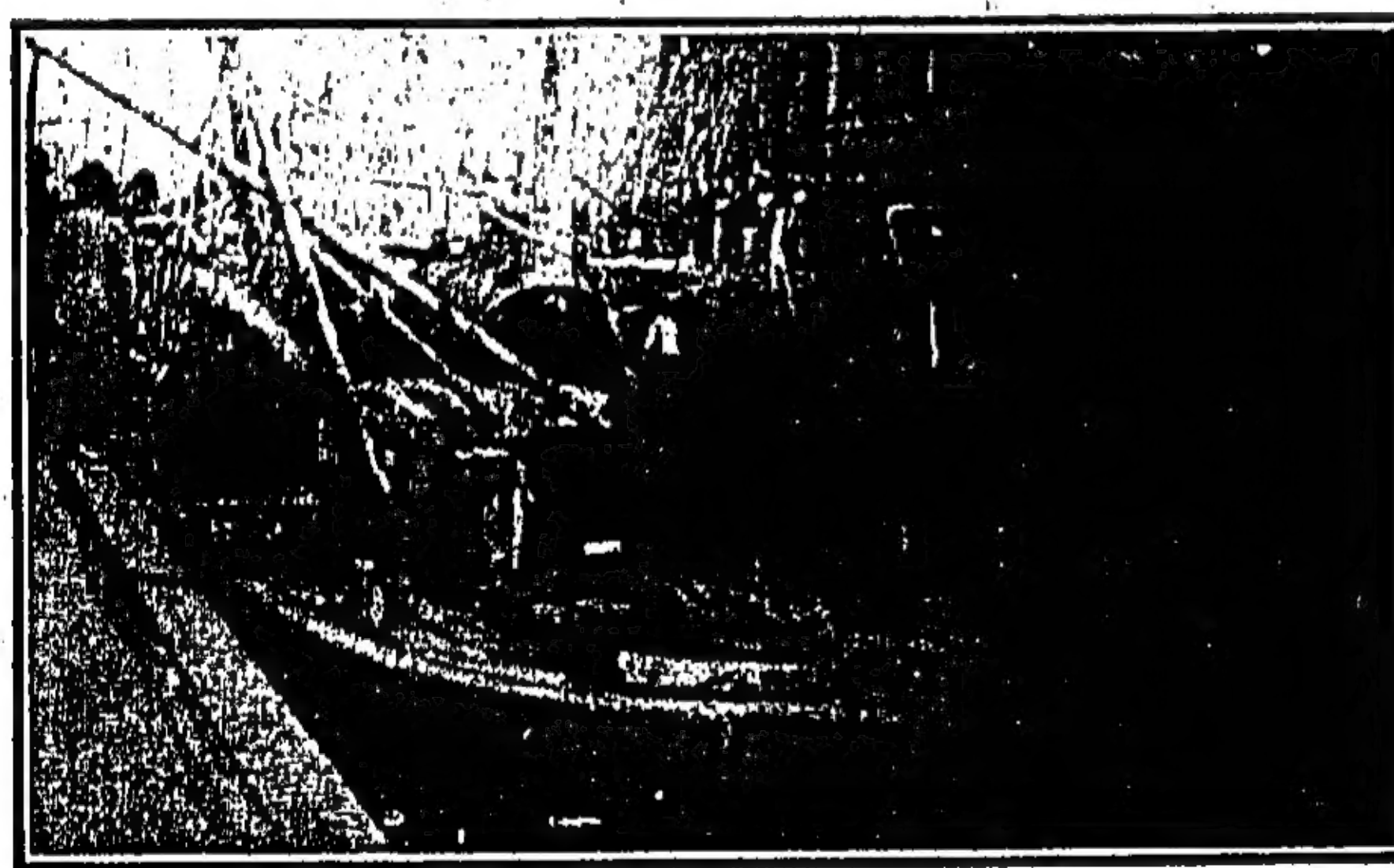
Military guard on duty at a queue on the Praya in the 1902 drought.



Another picture of Chinese queued-up on the Praya in the 1902 drought.



One of the barricaded water stations on the Praya in the 1902 drought.



Above picture shows water being pumped from a lighter on to the Praya in 1902.

[All these pictures were taken during the severe drought of 27 years ago. Although somewhat indistinct, owing to the photographs being faded by age, they are of interest as showing conditions then prevailing.]



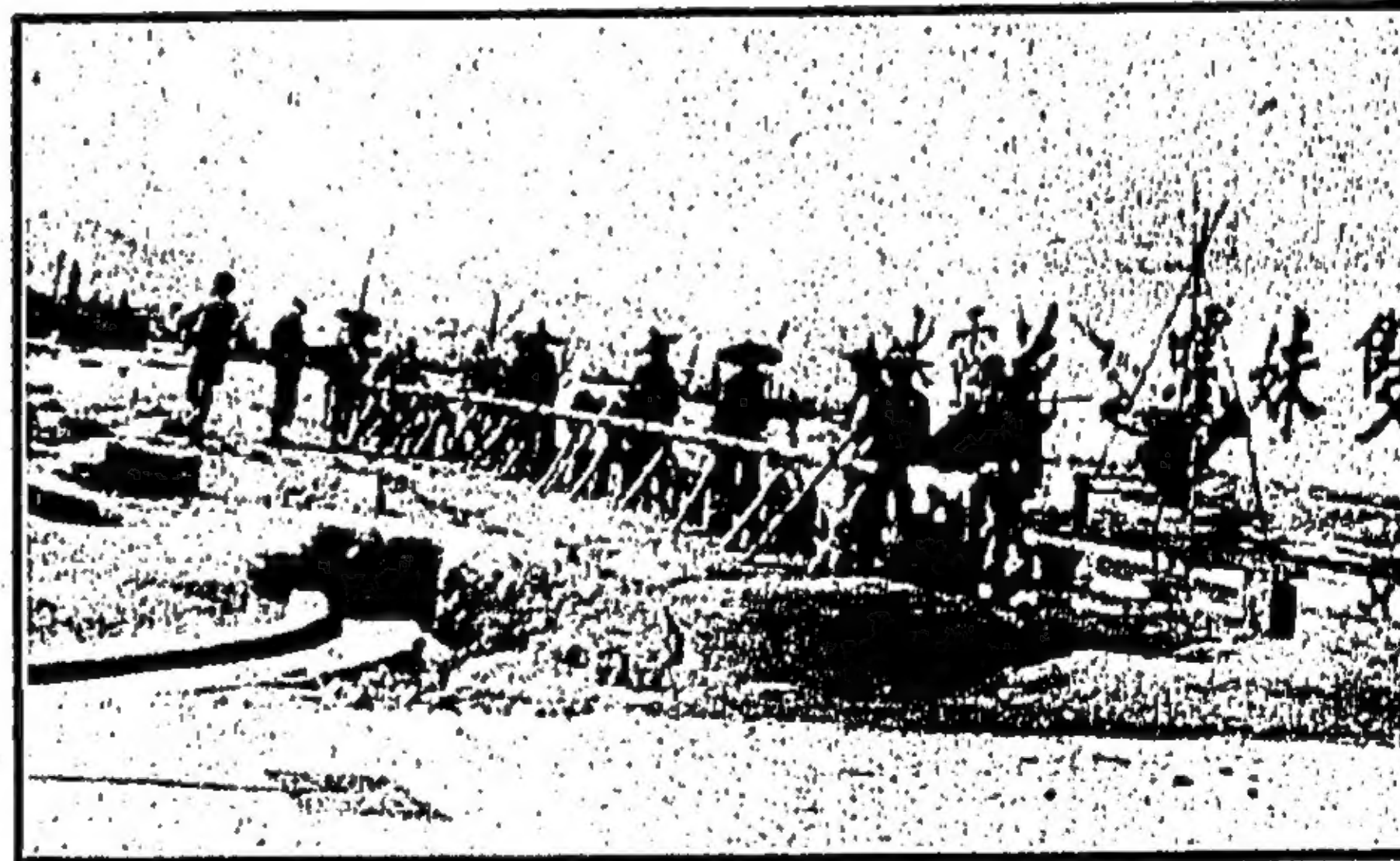
Players in K.C.C. and K.B.G.C. mixed tennis match. Top, T. Lay and Mrs. McCaw, F. C. Goodman and Mrs. Hedley; centre, E. C. Fincher and Mrs. Sayer, W. Brown and Mrs. Cuthill; bottom, S. E. Green and Miss Heard, C. E. Stewart and Mrs. Purslow (Photo: Mee Cheung).



Players in C.R.C. v. Recreio tennis match. Top, C. A. Barretto and Miss T. Assumpcao, Horace Lo and Miss Enid Lo; centre, Ng Sze-kwong and Mrs. Kew, G. Noronha and Miss M. Alves; bottom, M. W. Lo and Mrs. Chiu, Y. Yvanovich and Miss C. Botelho. (Photo: Mee Cheung).



Bringing home water from one of the tanks on the Praya—a mother and her two daughters.



This picture shows Chinese getting supplies of water from one of the tanks erected on the Praya East reclamation.

TRINITY COLLEGE OF MUSIC: HONGKONG SUCCESSES.



Miss Winifred Robinson, Intermediate Pass.



Top, Alice Dedear (1st steps pass); bottom, Kwan Lu-fun (Intermediate pass).



Margaret Eccleshall, First Steps Pass.



Top, Kathleen Chester (preparatory pass); bottom, Violet Bradbury (1st steps pass).



Mrs. Gladys Lamb, Senior Honours.

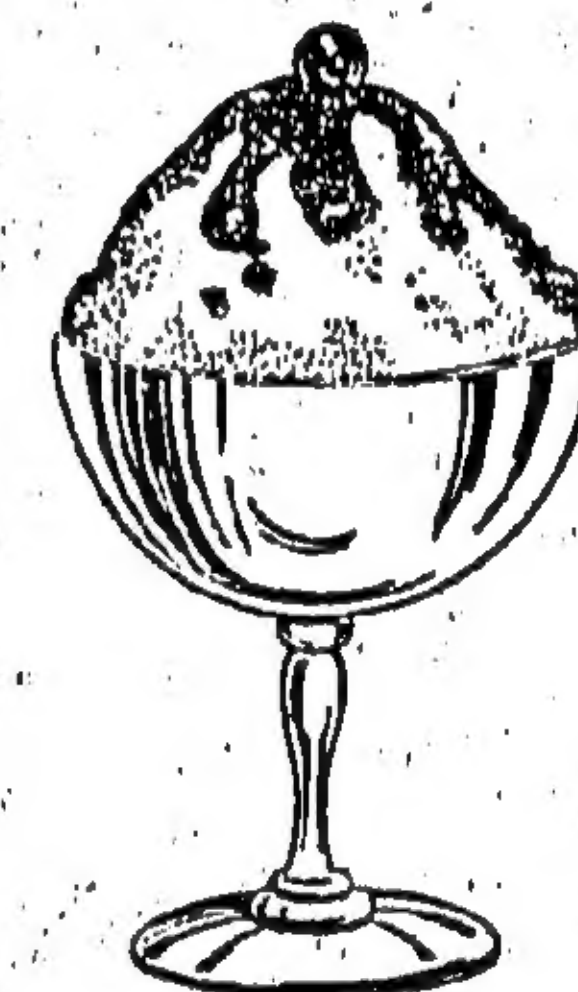


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Many in worse condition have been restored to shape that gave them a new lease on life through our dry cleaning process! Not the old "dip and rub" method. Renovations made our way mean longer life for YOUR clothes.

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19, Wyndham Street
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88, Tai Sap Po, Canton Branch.



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GORDON'S

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KAYAMALLY BUILDING.

PASSION PLAYERS IN U.S. FAMILY'S ROLE FOR 170 YEARS.



Born to the leading roles of the Freiburg Passion Play, and trained from childhood to the responsibility and honour of their inherited calling, here are pictured five of the 'Passion' family now appearing on Broadway. Upper right is Adolph in the role of Jesus of Nazareth; left is Annalie, as the Virgin Mary. Below, left to right, are George Fassnacht, Jr., as John the Baptist; George, Sr., who plays Judas; Elsa, the Mary Magdalene;

Seven hundred years ago, before America had been discovered, the simple, superstitious peasant folk of Freiburg, in Baden, produced upon their pastoral hillside a pageant of the Christ story as envisioned by monks and stout burghers.

It seems that certain timid ones who had brooded long over the eerie mysteries of the Black Forest, which borders their town, had seen the Devil himself leave the Schwarzwald and enter the town. So the imitation of Christ was given to keep Satan out. Thus the Passion Play has come down through time.

And now the reverent descendants of these historic actors have left their natural theatre under the open sky to face the glare and glitter and chaos of Broadway, the world's most hectic highway.

Hears of Broadway 'Devils.'

"But what matters it where our grandfathers believed that the passion tides us?" asked Adolph, who was born to the traditions and was degenerating role of Jesus of Nazareth. "It is He went to the town council and more necessary to-day than ever, complained of the lack of respect

that the Christ story reach the greatest number of people. So we consented to come to America, where there are great centres of population. They say that this Broadway has more Devils than ever inhabited the whole Black Forest. It is well then that we follow the steps of our forefathers."

Adolph is a gentle, humble man—devout and tradition-bound to the role he plays. There is little of the actor about him. He is a peasant, as are his family members, and the 35 other players brought with him from Freiburg. For 170 years, the Fassnachts have played the leading roles in "the passion"—Judas, Mary, John, the Magdalene and the Blind Woman.

"My family literally took upon itself the responsibility for the Passion Play back in 1750," he continued, with the aid of an interpreter. "One of my great-grandfathers believed that the passion tides us?" asked Adolph, who was born to the traditions and was degenerating role of Jesus of Nazareth. "It is He went to the town council and more necessary to-day than ever, complained of the lack of respect

shown to the church.

Finally Granted Honour.

"His petition was that he, and members of his family, might be allowed to assume the responsibility for the ceremony. His petition was granted, with the proviso that the council could take the sacred story back at any time if the Fassnachts did not produce it with due reverence and beauty."

"So you can understand how carefully we have been groomed during the many generations."

The Fassnachts are literally born to the roles they must play. They are trained from childhood to the responsibility and so are the peasants who play the various minor roles. There is George, who plays Judas, and George Jr., who plays John the Baptist; Elsa, who has the role of Mary Magdalene, and Annalie, who plays the Virgin Mary.

Present a Paradox.

Projected from their pastoral valley home into a modern hotel in the skyline belt, the Fassnachts

WHY I LIKE THE ENGLISH.

By a French Girl.

Englishmen seem to me, physically speaking, very tall, straight, and strong. Rarely slender, they are well-built, look healthy, and keep young very long.

Their looks are firm and grave. Young men are generally nice-looking, neter, and more agreeable to look at than the French.

English character is good, firm, frank, and brave; these qualities are mainly ones. When an Englishman says "I will not," it is not easy, not to say impossible, to make him change.

Notwithstanding their strong will, the English are nearly always good and kind to the poor, orphans, women, children, and beasts.

The English love animals. This fact cannot be argued about. We find dogs and cats in every English home; they are the favourites of the nursery, the living toys of baby, who learns to love them. This last disposition was always a subject of wonder to me; in almost every French home parents forbid animals to approach very young children.

I believe Englishmen are able to understand nature. However, they rarely are artists; they feel the beautiful, they cannot express it.

With their strong but, simple mentality, they look like giants with childish souls. Never discouraged, they push the progress wheel, and are the most courageous soldiers in the struggle for the best.

seem paradoxically cast. It is odd, for instance, to watch a man groomed for years to the Christ role answer a telephone or ring for a pitcher of water. The surroundings of elevators and noise seem equally strange.

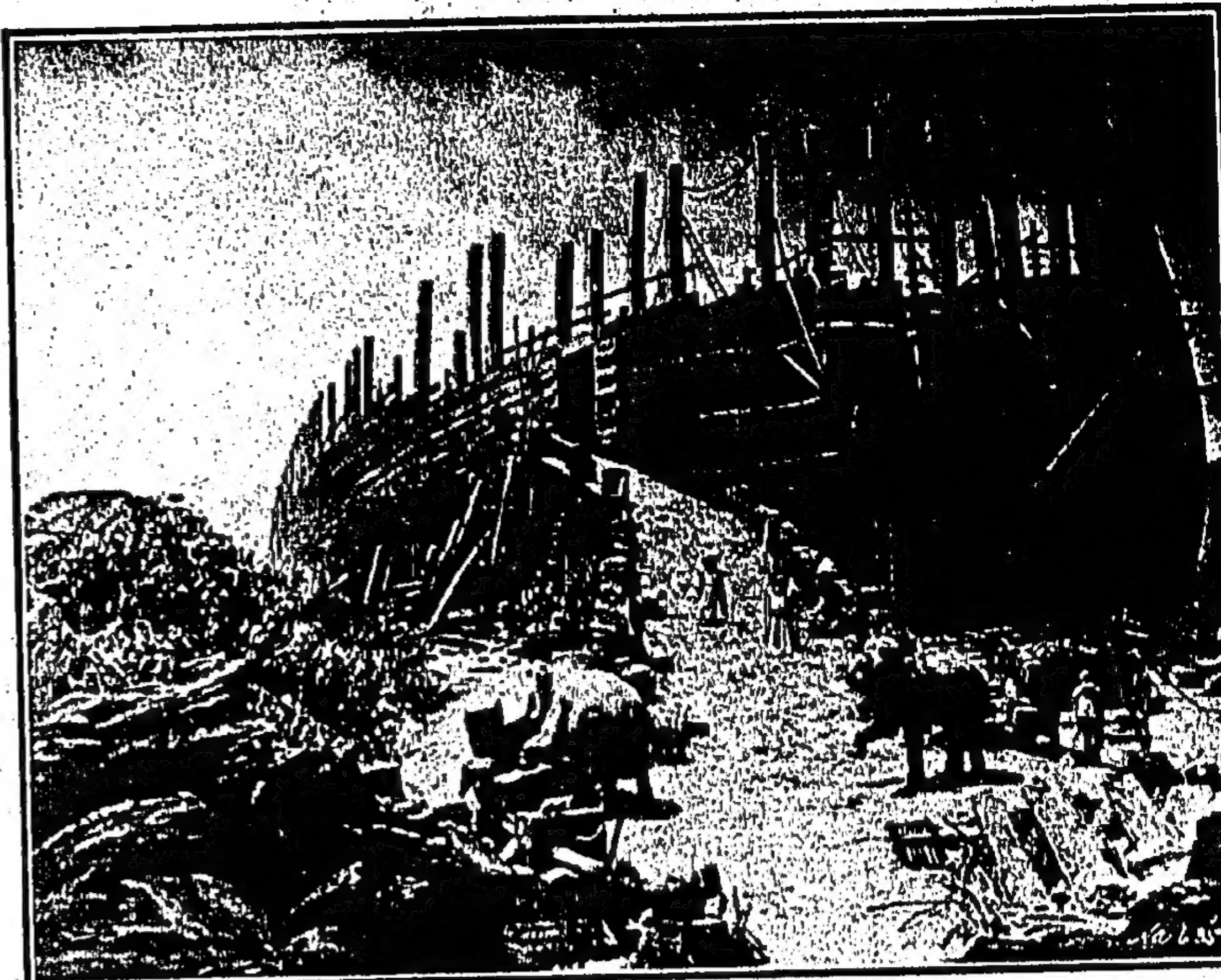
Finally there is the gigantic Hippodrome Theatre, in which they appear, which has been provided with every appurtenance of modern stage craft and lavish decoration within the imagination and means of Morris Gest and David Belasco. Even the basement section, which once housed the Hippodrome midgets and animals, has been turned into a theatricalized segment of Jerusalem. In the theatre proper, glaring are lights centre the tabernacle figures and fabulous expenditure is indicated in the settings and the costumes of some 1000 extras.

Bewildered by Metropolis.

It's all very far away from the open hillsides of Freiburg. And the Fassnachts admit they were more than a little bewildered upon their arrival for rehearsal. It was a vast and incredible change from the company of street actors, picked from the peasant folk of the countryside.

The array of blinding lights, cast from their own and other theatres, also was a bit upsetting; they concede. But the Fassnachts

NOAH'S ARK" TO BE FILMED.



Warner Bros. are shortly to produce a remarkable film of "Noah's Ark," in which Dolores Costello and George O'Brien will appear. Above are two of the striking scenes.

A VERY MODERN SON.

By His Mother.

I am afraid that my son is going to be a motor engineer. I thought so when I first saw his hands. He was then an hour old. Now he is, in his own words, "Nearly two." But all his conversation is of things that move—and move rapidly.

Now my son is not a remarkable child. He did not walk at the age of six months and he has never dazzled either of his parents with the brilliance of his remarks. In fact, Andrew is a very ordinary little boy. And that is my point. He is so ordinary that he is absolutely typical, and when I say he is going to be a motor mechanic I am merely expressing the hopes (or fears) of most mothers of small boys.

For that is the most remarkable thing about the young male generation even in their infancy. They have been born with a new sixth sense; the sense of speed and the machinery that creates speed. They know and understand instinctively things that we, their parents, have grasped only after long and serious application.

But looking round at all the small boys of my acquaintance, I see that this is no cause for astonishment. They are all the same. John, aged five, will correct you with condescension if you confuse two baby cars.

Michael, who will soon be nine, has made a study of motor specifications and can recite these with gusto and understanding. Billy, his brother, is already a speed maniac and regards Sir Henry Segrave as the most astonishing demi-god the world has ever produced. And so on—ad infinitum—until I find myself compelled to spend a few hours secretly with a motoring manual in the hope of acquiring sufficient jargon to pass muster with these young experts.

It is all very astonishing and perhaps a little disappointing to the romantic young mother. I wonder if we all have our fond sons as young Galahads, mounted on fine white thoroughbreds? If so, we soon tuck such pictures away at the back of our minds. Horses? Dear slow old things. Ask Andrew—he'll tell you.

WHY THE THEATRE WILL SURVIVE?

By Karel Capek.

The theatre is the last island in the sea of modern civilization in which that ancient invention, the spoken word, is, as if through a sort of enchantment preserved in its original purity; there still lingers that ancient and wonderful popular habit by which people make themselves mutually understood, through talking and gesticulating with their hands, using neither machines nor marks, but only words.

Viewed from this standpoint, there is a great future in store for the theatre, as is the case with all things that have a great past. It cannot be replaced by anything else; it is the sacred reservation of the spoken word.

The second advantage of the theatre is the actor, not because he plays better than a film-actor, but because he is real and stands before us in the flesh. In modern civilization the theatre ceases to be a house of illusions and becomes a house of realities. In the course of a lifetime we rarely have an opportunity of observing, for several hours, living beings walking, sitting, and chatting of things of general interest.

If we want to pass a few hours in contemplative observation of wonderful reality and to see what a human being looks like, we must go to the theatre.

The more we feel drawn towards reality the more frequently shall we come back to the theatre. But here, too, it lies with the actors to satisfy this craving of ours. It is the lofty task of the actor to place before us living beings, a sight now so rare and so unusual. As long as there are actors, there will be theatres, as long as queer people are being born with a wild desire to reproduce a living man by shouts and gestures, we need not put to ourselves the question whether the theatre will be swallowed up by any other interest.

PICTURES SHOW CHANGES IN THEATRICAL GARB SINCE 1815.



The habiliments of the stage favourite have changed mightily since New York first went in for theatres in a big way—and Evelyn Brent, popular movie star, shows here what the changes have been like. Photo No. 1 shows her as an actress of the year 1815. In No. 2 she has moved up to the Romange period, just before the Civil War. No. 3

shows her dressed in the theatrical styles of 1870, when Lotta Crabtree was the belle of Broadway, and bustles were in high favour. In No. 4 Miss Brent portrays a costume that shocked and thrilled the New York of the '90's—the first time that actresses appeared on the stage wearing tights. The costume

shown in No. 5 is one worn by the original Floradoras, about 1901. No. 6 shows a costume similar to the one worn by Fritz Schell in 1908—it was considered pretty daring, in those days. And, last of all, No. 7 shows the syncopating, jazz-mad chorus girl of the theatre of 1929.

For Summer Nights



I
A Lucile Paray Creation
Made of White Crepe Satin
Features an Unusual Yoke
And Shoulder Scarf
Heavily Embroidered
In Crystal Paillettes.



III
The Pleasingly Formal Charm of Black Taffeta Is Prettily Demonstrated
In This Bernard et Cie Evening Gown Combining Taffeta and Tulle.
The Creation Is Discreetly Trimmed With Strass and Pearl Embroidery



IV
Drecoll-Beer
Offers a Rich Wrap
Of Supple White Satin
Trimmed With Sable
Down the Front,
On the Sleeves.



II
The Raised Waistline and Long Skirt
Are Stressed in This Black Tulle Gown
From the Workshops of Jean Patou.
A Flat Ribbon Girdle and Strass Rings
Are the Frock's Only Decoration.

The Vogue for the Picturesque And the Romantic Reaches Its Height In Evening Gowns of the Moment

THE night may well be glad for its thousand eyes—there is so much more to see these summer evenings—more than enough for mortal gaze.

But gone are the abbreviated short skirts of a season ago. Gone are all abrupt and straightline effects. Gone are all pretences toward the practical and the useless. This year's evening attire is frankly honest in its aim to intrigue and to enchant.

Skirts for evening are long—some have transparent hemlines which begin just below the knees, but many of them are ankle length, and some have trains. All skirts give the effect of fullness at the hemline but most of them are very snug at the waistline. The new silhouette, known as the "mermaid" silhouette, gives a molded effect almost to the knees, where it becomes very full. Naturally this type is very long.

Chiffon frocks are long and fluttery, in printed or plain colors. If the skirt is very full, the blouse may be perfectly plain, or it may have a bertha or a shawl collar that gives the effect of short sleeves—or it may be cut very low in the back and front, and have long, close-fitting sleeves. In case of the long sleeves, the forearm wears as many glittering bracelets, as possible.

FROCKS in satin or moire are softly draped or uniquely cut, and any possible suggestion of heaviness or weight is eliminated by the spirit and the line. Usually these frocks are white or in pastel shades.

Taffeta is very fashionable in black as well as in white and the off-white shades. The Parisienne is particularly partial to black satin, often lightened with white or shell pink—or with silver strass.

For the mature woman dull crepe, particularly in black or in plain colors, is a wise and modish choice, for this material attains great distinction when cut with the proper shears.

Evening wraps show more variety than ever before. Paquin sponsors the short evening wrap which pulls tightly about the hips with the full long skirt. Others show the flared coat, or the straight, one of seven-eighths length.

Tiered coats are very smart, particularly in white or egg shell satin, and coats with irregular hemlines are growing in favor. When fur is used on the summer wrap, sable

is the most approved pelt, with fox next.

Among the materials for the evening wrap, satin leads, with faille, taffeta, moire and crepes all good style.

I. THE draped blouse and novel cut of the skirt in this Lucile Paray evening gown in white crepe satin shows the trend of the season's most advanced models. Unusual is the handkerchief point yoke and the one-shoulder scarf heavily embroidered in crystal paillettes.

The crepe is off-white in shade and is exactly suited to the distinctive sort of gown so cleverly fashioned by one of the ablest Parisian couturiers.

II. THIS black tulle gown by Patou stresses the raised waistline and the long skirt. Patou's tulle creations are the talk of Paris and all of them have that flat, untrimmed, unfluffy aspect bespeaking the novel use of an old material. The gown is sparsely trimmed with strass rings, has a transparent yoke effect and a flat ribbon girdle.

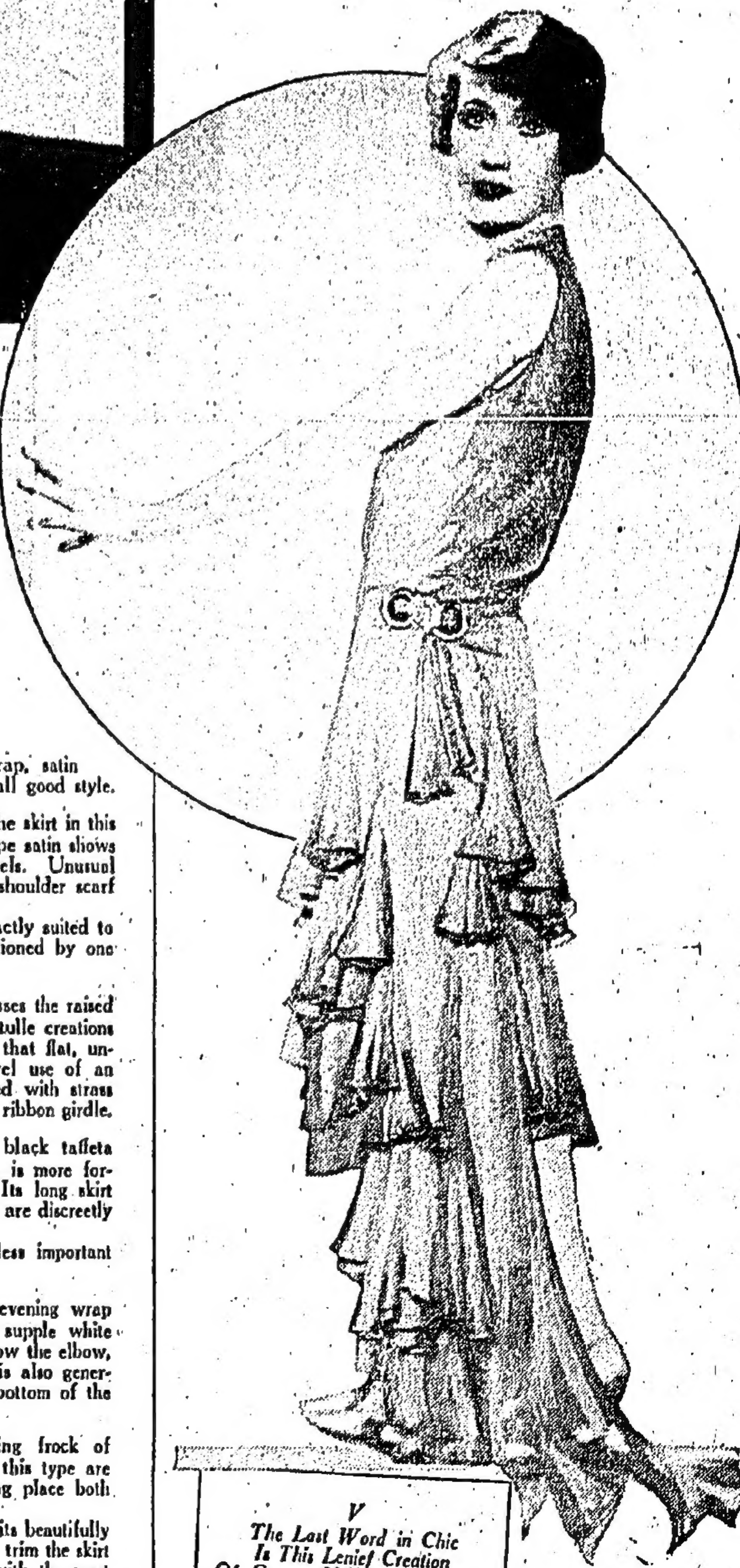
III. BERNARD ET CIE made this black taffeta frock which, because of its material, is more formal than either a crepe or chiffon gown. Its long skirt drapery is black tulle and the bodice and skirt are discreetly trimmed with strass and pearl embroidery.

There is a charm to black taffeta that less important materials cannot achieve.

IV. PARTICULARLY lovely is this evening wrap from Drecoll-Beer. It is made of supple white satin and its sleeves, cut with great width below the elbow, are hemmed with soft, brown sable, which is also generously used down the front and around the bottom of the wrap.

V. LENIEF offers this irresistible evening frock of canary yellow mousseline. Gowns of this type are the last word in chic at every smart watering place both in Europe and America.

The most notable feature of this creation is its beautifully draped and rippling skirt. The volants which trim the skirt and its short train are beautifully hemmed with the most delicate hand stitches. The ornament of crystal and jade at the waistline is the gown's only embellishment.



V
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Is This Lenief Creation
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TO OUR READERS

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Hongkong Telegraph.

Pictorial Supplement

June 29th, 1929.

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MACKINTOSH'S have just received a small exclusive range of fancy Linen Handkerchiefs and a special display of these is now on view in their window.



Chinese are here shown getting water supplies from inside the barricade erected around one of the steel tanks now in operation.



This photograph was taken recently at the opening ceremony of the China Athletic Club's bathing shed, performed by Mr. Wong Kwong-tin. Included in the group are members of the Committee.



An Indian constable is here seen with nine buckets tied to a bamboo pole which he seized from one water-carrier who infringed the regulations limiting the number per person.



Here is another street fountain picture. It shows an Indian constable taking buckets away from carriers who went ahead of their turn.



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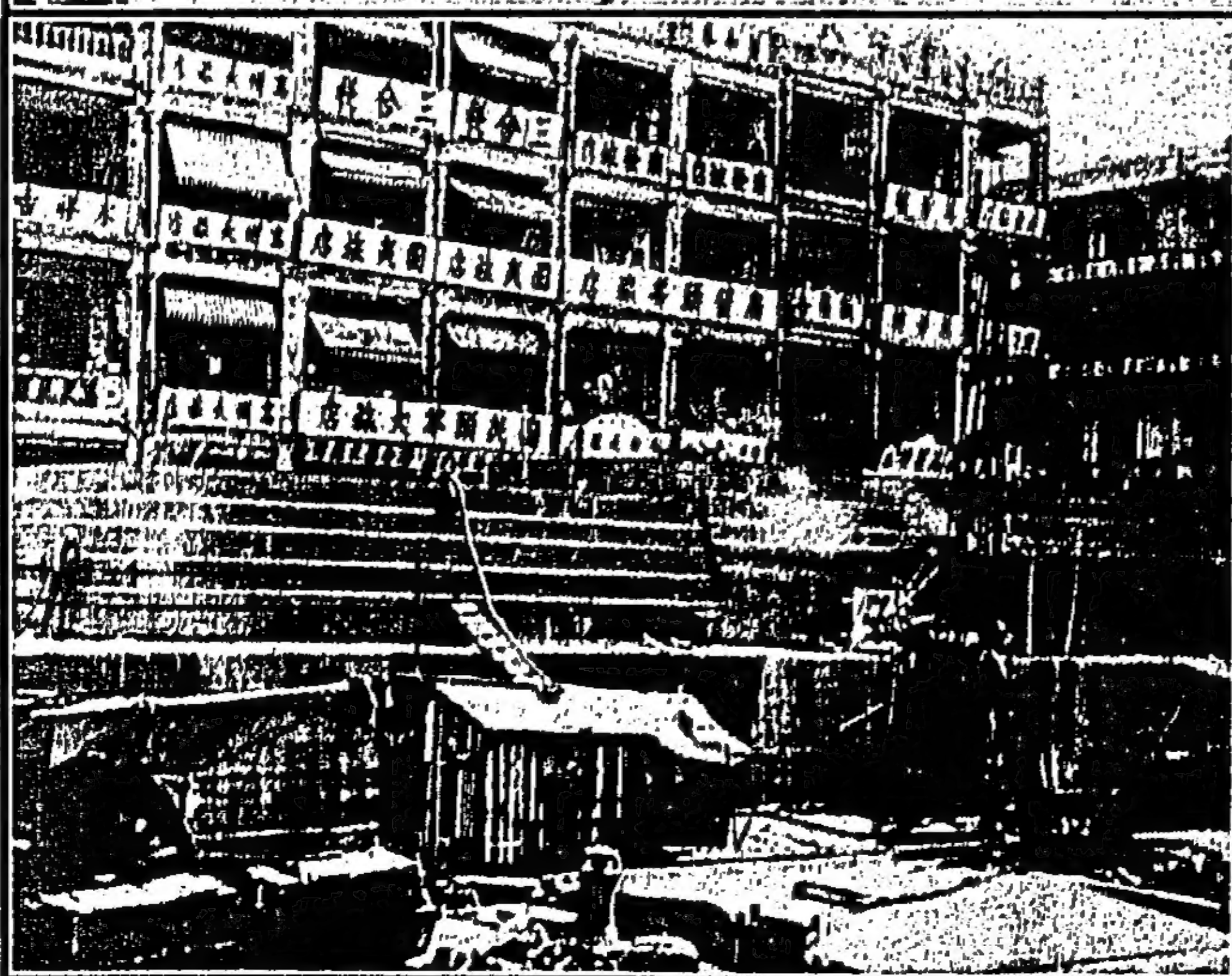
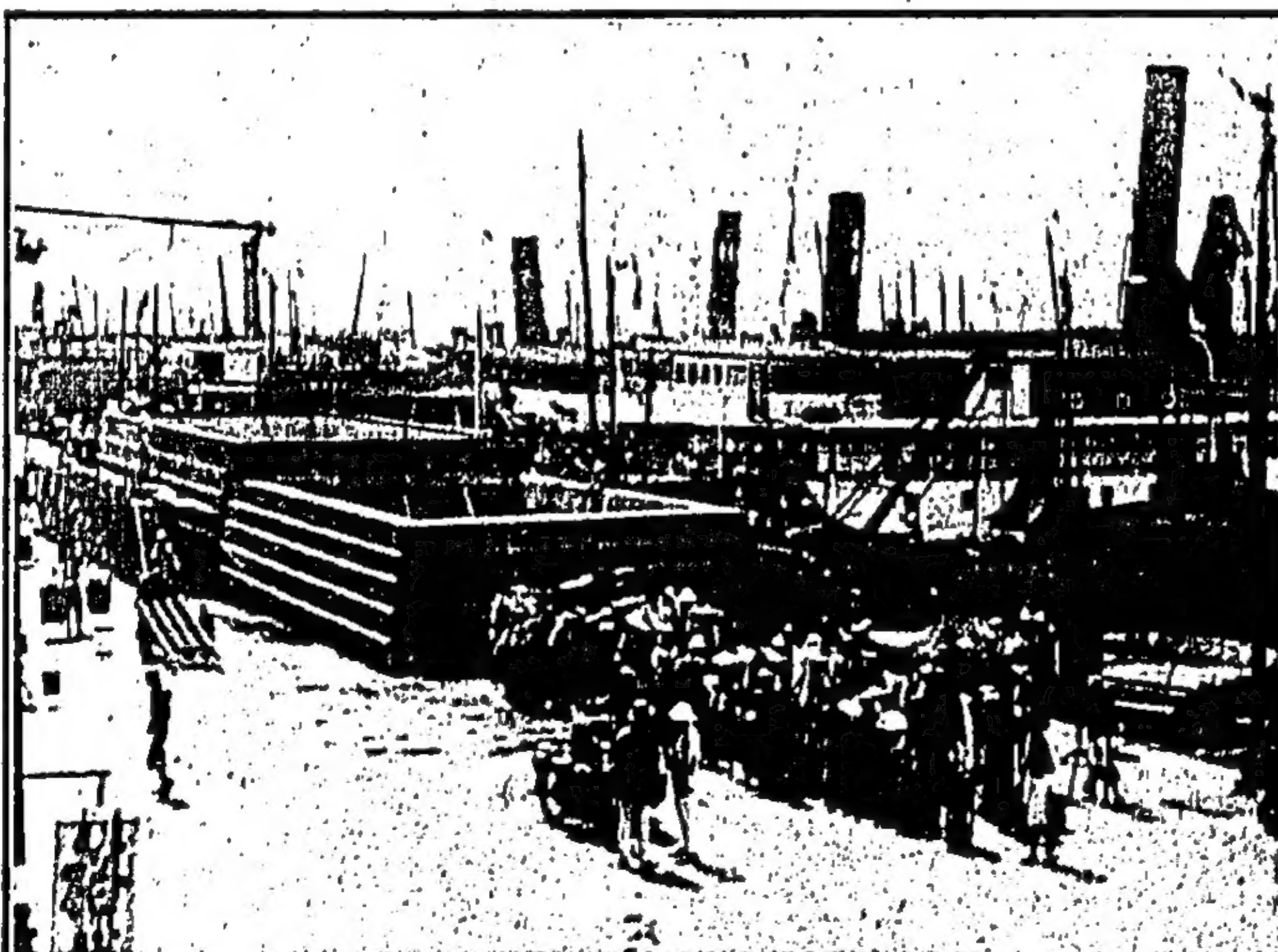
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Top, P.W.D. officials and water-carriers are seen at one of the Praya tanks into which water is being pumped from a lighter; bottom, pumping supplies from a water-bomb into one of the tanks. Tank on right is nearing completion.



These photographs, taken in Jersey by Mr. L. J. Stevenson, of Hongkong, show Paul Muller and his 18-foot sloop before he set out across the Atlantic Ocean. Mr. Stevenson piloted Muller round the south-east coast of France and subsequently kept in close touch with his progress.



Photograph shows how Macao receives its water supplies. The water is brought by junk from Lappa Island, a quarter of a mile away, and then carried ashore.